



"WE KNOW FLORIDA IS A GREAT STATE"

Says the Tampa Tribune:

"We know that Florida is a great State, but we should realize that she can and will grow much greater if we only start to grasp the potentialities.

"Florida most likely will never become a great manufacturing State, at least as far as heavy industries are concerned. But that does not mean we cannot take advantage of the new fields which are being opened up through technological knowledge and discoveries by chemists and chemurgists. Florida has many raw materials which can be put to use. What we need now is men of vision and the ability and desire to tell others about these resources."—Editorial May 19, 1941.

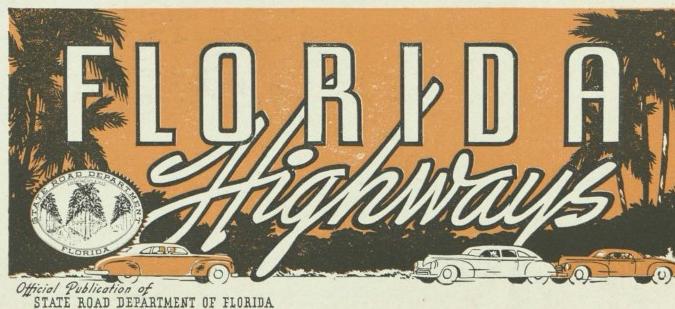
Says the Times-Union:

"Florida needs to envision new horizons, to chart a course through channels clearly defined by markers erected on a foundation of scientifically proven facts . . .

"There is hardly a local community in Florida that does not have some available raw material that could be converted into manufactured products, thereby utilizing both material and manpower crying to be put to work . . . What is needed is scientifically established data showing what the State has, and where, that can be used in this way."—Editorial May 18, 1941.

FLORIDA HIGHWAYS' purpose is identical with that of persons interested in "all-out" development of Florida and its resources. The magazine has solicited, and is receiving, the cooperation of almost every Chamber of Commerce in the State, the State Chamber of Commerce, State and civic agencies. Organized expansionists are giving FLORIDA HIGHWAYS a great welcome. It has received great encouragement from the authorized agencies and constitutional heads of State departments. The individual citizen can lend his hand by merely subscribing and giving his moral support to the cause.

Now Is The Time You Can Prove YOUR
Interest In Florida And Its Future



AUGUST ROAD DETOUR BULLETIN

By THOMAS A. JOHNSON, CHAIRMAN

Fla. Road No. 1—U. S. Highway 90
Baker County—Bridge between Glen St Mary and Macclenny under construction. Local detour provided. Nine months.

Fla. Road No. 2
Lee County—Bridge under construction at Billys Creek, Ft. Myers. Traffic will detour over adjacent streets. Two months.

Fla. Road No. 3—U. S. Highway 17
Duval County—Closed between Jacksonville and Yulee except for local traffic. Through traffic directed via Callahan over Roads No. 4 and No. 13. Two months.

Fla. Road No. 4—U. S. Highway 1
Palm Beach County—From Jupiter to Martin County line, 1.5 miles. Shoulder stabilization in progress. No detour necessary. Travel one-way at direction of flagman during daylight hours. Entire road open at night.

Fla. Road No. 5—U. S. Highway 41
Charlotte County—Two sections totaling 2,665 miles between Lee County line and Punta Gorda. Road under construction. Detour over adjacent marked detour during daylight hours; traffic proceed with caution over main road at night. Two months.

Lee County—Road under construction between Weavers Corner (Rd. 183) and Edison Bridge (Ft. Myers) 1.727 miles. Traffic proceed with caution and observe warning signs. Two months.

Citrus County—Local detour for $\frac{1}{4}$ mile south of Inverness.

State Road No. 8
Okeechobee County—Local detour at S. A. L. Ry. overpass in Okeechobee over

marked graded road connecting with State Road No. 85.

Fla. Road No. 23
Hillsborough County—Road under construction from Plant City to Pasco County line, 9.75 miles. Northbound traffic proceed via State Road 17 to junction with State Road 156, thence via State Road 156 to State Road 23 at Zephyrhills. Southbound traffic reverse the above. Two months.

Fla. Road No. 24—U. S. Highway 192
Brevard County—Indian River Bridge at Melbourne. Paving complete on hydraulic fills. Temporary bridges to draw span. Temporary bridges and the part of the old wooden bridge now being used, have been thoroughly re-inforced. Heavy traffic to the Air Base should use this bridge. **Eau Gallie and Banana River Bridges not able to carry this heavy traffic.**

Fla. Road No. 27—U. S. Highway 94
Collier County—From Naples to six miles east. Reworking present base. No detour provided. Traffic moves under direction of flagmen during construction.

Collier County—Bridges approximately 6½ miles west of Miami closed. One-way detour bridges provided, approximately 75 feet in length. Proper signs direct traffic.

Dade County—From Miami city limits west ten miles. One-way detour provided along project with signal lights governing traffic. Length of detour is approximately one half mile on the west end of the project.

State Road No. 35
Madison County—Road being paved. Traf-

fic routed over old roads and local detour. Two months.

Taylor County—Under construction. No detours; traffic handled through work.

State Road No. 36
Citrus County—Construction of overpass. Local detour. Nine months.

State Road No. 40
Walton County—Detour timber bridge across "Big Swamp Creek" between State Road No. 1 and Alabama State line.

State Road No. 55
Lake County—Detour over county road 465 from Clermont to intersection with State Road No. 55. One month.

State Road No. 62
Santa Rosa County—Six-mile detour over county roads in fair condition between Coldwater Creek and State Road No. 37.

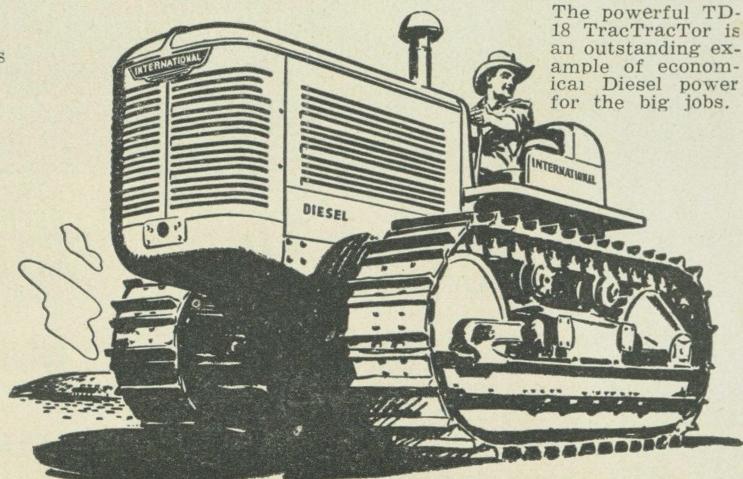
State Road No. 69
Lafayette County—Road being paved. Traffic moves over local detours on road shoulders. Six months.

Fla. Road No. 79
Polk County—Road under construction between Hillsborough County line and Mulberry, 5.584 miles. Through traffic routed via Lakeland. Four months.

Fla. Road No. 85
Martin County—From three miles east of Indiantown to 11 miles east between Indiantown and Stuart. Through traffic routed via Road No. 29, Indiantown to Jupiter, and Road No. 4, Jupiter to Stuart. Local traffic

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will use one-way trails paralleling the project on the right-of-way.

State Road No. 87

Escambia County—Southbound traffic turn left 7.3 miles south of Alabama line, via Oak Grove road, thence back to State Road No. 87. Northbound traffic to turn right at Walnut Hill via Oak Grove and back to Road No. 87. Detour in good condition. One month.

State Road No. 106

Madison County—Road being paved between Madison and Georgia State line. Short local detours on old road. Three months.

Madison County—Short local detours on old road and woods trail between Madison and Lafayette County line. Two months.

State Road No. 119

Brevard County—Hydraulic fills and temporary bridges over Indian River at Titusville. Detour consists of temporary road and ramps with abrupt turns. Traffic should proceed cautiously.

State Road No. 140

Brevard County—Between Cocoa Beach and State Road No. 101, south 1.5 miles under construction. Detour over old road which is in fair condition but traffic should use caution.

State Road No. 162

St. Lucie County—Bridge over Indian River canal at Fort Pierce closed to traffic at intervals convenient to contractor. Delay may be encountered.

State Road No. 164

Collier County—From Sunniland to four miles south bridges are under construction. One-way detour bridges are provided.

Collier County—From Immokalee to ten miles south traffic will use grade while

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tion between seven miles and 12.2 miles south of Labelle. Open for light traffic only, and it to proceed with caution.

State Road No. 182

Dade County—East drawbridge on 13th Street Causeway between Miami and Miami Beach being repaired. Three lanes opened to traffic, which is controlled by signs, lights and signals, and by policemen during peak of traffic flow.

State Road No. 261

Clay County—Between Bradford and Putnam County lines, new location under construction and traffic routed over old road. Seven months.

Bradford County—From State Road No. 15 in Starke to Clay County line. Use old road. Local detour over unpaved streets around new bridge. Five months.

State Road No. 436

Union County—New location from State Road 56 east of Providence to Anchua County line. Use old road for three months.

State Road No. 500

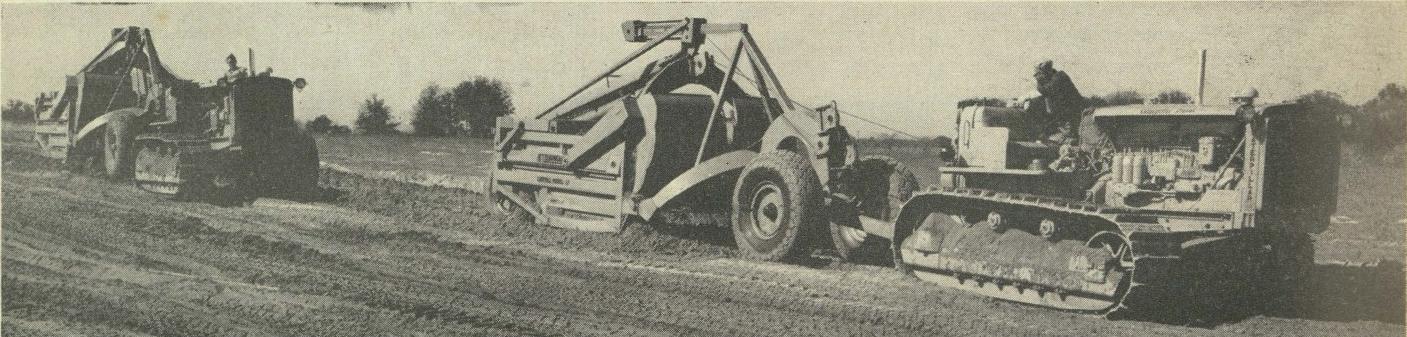
Leon County—Local traffic detoured over State Road No. 76 and county road between Tallahassee and eleven miles west. Through traffic between Tallahassee and Bristol routed via State Roads No. 1 and No. 12.

State Road No. 500—U. S. Highway 9

Dixie, Levy and Taylor Counties—Road being paved between Tennille and Salem. Through traffic between Williston and Perry advised to use State Road 5A through Mayo, Branford, High Springs and Archer. Five months.

State Road No. 550

Clay County—New location from State Road 48 at Camp Blanding to old State Road 68 at Middleburg. Traffic will use old road six months.



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Advertising Representative

A magazine of general circulation and general public interest dedicated to construction and improvement of Florida highways, to traffic safety, public education and all that these imply in the future development of all of Florida's resources and possibilities. Not published at State expense.

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FLORIDA FOURTH ESTATE

State Streets

"We must have entered the city limits—the pavement's rough."

How many times have you made that remark, while driving around the State of Florida?

Years ago, if your car was on a good pavement, or any pavement at all, it was in a city. That was before we had good through highways.

Then we Floridians decided we needed a State-wide good-road system, and we set up a State Road Department, and it has designated a large number of routes as State roads, and paved them, bringing them up to the recognized standards. So these roads out in the country have gone ahead of most city streets in paving quality. The State has had more money to spend than the various towns.

The last legislature passed a law for the road department to take over maintenance of State highways within city limits, as well as outside. This will gradually result in bringing those city streets up to State standards on through routes, in cities and small towns.

So you won't be able to tell when you enter a town because your car begins to bounce.—*Tampa Tribune*.

The Tax Outlook

But both the governor and the comptroller see an even better outlook for that piece of property. Additions to the roll should have the effect of lightening the burden of property already on it. Thus it may be that a piece of non-exempt property which paid a tax of \$50 last year on an assessment one-third of its real value will pay \$45 this year on a 100 percent valuation.

In Orange County some such reduction already has been forecast. They will need as much money as last year but the difference between \$50 and \$45 tax bills will be made up by the revenue from property not heretofore assessed or which was allowed to get away without paying its taxes. No doubt this situation will be general throughout Florida and it should be the experience here.—*Fort Myers News-Press*.

On a Cash Basis

Word comes from Tallahassee that the State is once more operating on a cash basis. By transferring funds where there was an overplus, to the general fund, it was found possible to liquidate all outstanding bills.

Comptroller Lee says there is no likelihood of the general fund getting behind during the next few months. Let us hope that the main operating fund of the State can be kept in such shape that there will be no more anguished cries about floating indebtedness at Tallahassee.—*Bradenton Herald*.

For Less Tax-Dodging

If the new tax plan adopted by the 1941 legislature works as intended there will be no more tax dodgers, and everybody will have to pay or move off in favor of somebody who will pay.—*Milton Gazette*.

Slow Is Not Careful

One of the new highway regulations that strikes us as peculiarly appropriate is that which reads: "Automobiles shall not be driven at such a low speed as to impede traffic."

Slow driving is not always careful driving and may actually be careless driving, careless of the rights of others and careless of the resulting congestions.

It is a common rule of the road that slow traffic shall keep to the right, allowing faster traffic to pass, but many drivers never even heard of such a rule.

There are also those slow drivers who have to sit and stare at a green traffic light for a while before they will actually believe it and get going.

There are those who slow down unduly when approaching a green light, thereby losing it for traffic behind them.

There are those who take the inside track when they wish to make a right turn, and those who take the curb side when they wish to make a left turn, both dangerous crossing of other traffic.

Much bad driving we are sure results from ignorance and a habit of not learning by experience if by nothing else, for, after all, the traffic rules are mainly based on common sense.—*Orlando Sentinel*.

A New Answer

The real answer to that old summer chestnut, "Is it hot enough for you?" is "When I want it hotter I'll go up North." Returning vacationists to St. Augustine from Denver, Colo., St. Louis, Mo., and points in Ohio tell of real suffering from heat. They found relief at home, because they could find a breeze, and the nights are cool and comfortable. Heat in various northern points during a heat wave is on a 24-hour schedule.—*St. Augustine Record*.

Cattle Come to Front

The 1940 census places Florida in third rank among South Atlantic States, being exceeded in the number of cattle only by Georgia and Virginia. In the nation Florida holds thirtieth place.

All indications point to a continued increase in the State's cattle population during the next decade and a corresponding improvement in its quality, which is even more important.—*Palm Beach Post*.

Likely Young Men

In training here to become members of the State Highway Patrol are approximately 100 young men from all over Florida, and they're an extremely decent looking bunch of fellows.

They are being put through a rigorous schedule and Florida's highways will be much safer as soon as these sentinels of safety have been distributed throughout the State.—*Lakeland Ledger*.

Keep Floridatouring prominently displayed on your schedule of summer plans.—*Times-Union*.

Defending Our Highways

Florida has an expanded force of defenders of its own. Like Uncle Sam's military force, the Florida Highway Patrol has been doubled, and 82 new men have been assigned to posts throughout the State to defend our highways against death.

Turned out after 30 days of practical and rigorous training at a school in Lakeland, these new patrolmen, like older members, are prepared for any emergency. They are trained in first aid, road service and traffic direction, but their principal task will be to reduce drunken and reckless driving to the minimum.

"The new patrol is specifically charged with cutting down wrecks and accidents on the highways," Director Jesse Gilliam explains. "Records of arrests and convictions of all drivers in municipal, county and State courts are being compiled in Tallahassee. It is not the purpose of the patrol to punish, but to cooperate and seek cooperation in cutting down accidents and deaths on Florida highways."

That statement plus the fact that the patrol now has 156 members can mean only one thing—that our highway laws will be enforced. With full cooperation from the public, there is no doubt that the expanded Florida Highway Patrol can do a better job in hurling back death's attack on our highways.—*Tampa Tribune*.

Still A Wait?

It will still be some time before road-building of the magnitude which Florida has needed for several years can be completely launched, but there are genuine signs that Governor Holland and the State Road Department will make the most of the opportunity which public opinion has given them to use more of the motorists' money for more good roads for motorists.—*Tampa Times*.

1,429 New Laws

Acts of the legislature to the number of 1,429 have become law with the signature or by passive attitude of the governor. Only a few got by without signature, as Mr. Holland isn't much of a hand at dodging an issue.

The governor was fairly light with veto power. He vetoed only 29 acts.—*Bradenton Herald*.

Looking to Lee

Comptroller Lee says that millage rates must come down in proportion to the increase in valuation. Since he will have the last crack at tax rolls, we hope he remembers to take care of that millage.—*Wauchula Advocate*.

More Gas Tax Revenue

The sooner we get a lot of better roads in Florida the sooner those gasoline tax revenue figures will hit higher levels, and help provide revenue for the improvements.—*Times-Union*.

EDITORIALS

Security, Now and Later

NOWHERE in America should the desire to participate financially in the defense program be more urgent than in Florida. Millions of dollars have been invested in permanent defense construction in this State, millions more are being appropriated almost daily by the National Congress for new construction here and millions more are being expended monthly in the maintenance of soldiers and sailors and airmen stationed in training bases in this area.

Recent announcement by the Fourth Corps Area Quartermaster headquarters that it is authorized to spend nearly eighteen million dollars for subsistence supplies in communities close to camps in eight Southern States in July, August and September is ample indication that a large part of every dollar that Floridians invest in defense bonds will come back to them. This great expenditure is for food, ice and other commodities not stored in the Atlanta and New Orleans quartermaster depots. Add to this direct repayment of bond money by the government the millions of dollars in payrolls to trainees and instructors most of which are spent in the State to swell the deposits of our banks.

More evidence of the prosperity that has been given to Florida by the defense program is contained in the report of the Motor Vehicle Commissioner that automobile license tag and title revenues for the first six months of 1941 ran \$845,114 more than for the same period last year. Beverage department revenues increased \$532,000 over the same six months of 1940. Gasoline tax collections during the past fiscal year were \$3,107,091 more than the previous year. State Treasurer Ed Larson said recently that his office during the past year has handled \$100,000,000 for the first time in history. Troops now going into maneuvers in Louisiana are using thousands of gallons of gasoline getting there and quartermaster headquarters of the fourth corps area recently stated that the motor transport division in eight southeastern States will consume four hundred million gallons of fuel during the year.

Floridians will agree with Governor Holland's recent statement that "the most we can do is not quite enough" when it comes to investment in government bonds for the defense of this country and other countries which hold liberty as the most priceless possession.

Aside from the fact that it is everyone's duty to help in time of national emergency, buying defense bonds is a sound investment. It is one which should be made now by every man, woman and child as a cushion for the shock of depression which is bound to come after the emergency is over. Regardless of what the government works out to soften this blow, there will come a time when money made during this period of defense preparation and put aside in sound investment will be a great comfort and consolation. Lower wages and unemployment have always followed such periods of national activity and there is no reason to believe that such a condition will not follow this one. Security then depends alone on thriftiness now.

Encouraging

FLORIDA HIGHWAYS wishes to acknowledge its gratefulness for the reception given by readers of the first issue of its revival as a magazine of general interest and as official publication of the State Road Department of Florida. Response from every part of the State, and from many other States has been encouraging—in far greater volume than expected. It leads its publishers, editors and sponsors to believe that this magazine has found a place in Florida's effort to take more complete advantage of Florida resources and opportunities and to properly publicize them for ourselves and as an attraction to newcomers.

Most gratifying was the response from subscription postcards included in sample copies of the magazine sent to persons well known for their interest in the future of Florida. This is taken to indicate that those believers in Florida and its future have a feeling that *Florida Highways* has that something needed in a medium the intent of which is to help in the development of the State.

Again we wish to thank the chambers of commerce and the agencies in every part of Florida cooperating with the publishers in producing the magazine. While it is, of course, impossible to represent every community in the State in every issue, an effort will be made to equalize publicity given. *Florida Highways* is interested in no particular section of Florida but in the development and growth of every section.

Florida Flamingo

Florida Writers Project, W.P.A.

Compiled by Workers of the Writers' Program of
the Work Projects Administration
in the State of Florida

On skies of tropic evening, broad and beryl-green,
Above a tranquil sea of molten malachite,
With flare of scarlet wings, in long and level flight,
The soundless, fleet flamingo pass to isles unseen.

G. A. SMITH in *Asia Magazine*, November 1919.

NEARLY a century ago, a young man and his wife stood staring in amazement across the Manatee River. Along the far shore lay a mass of vivid color—pink, crimson, salmon. At first the couple thought they were looking at a natural garden of lilies but, doubting that lilies could bloom in such profusion, they boarded their small sailboat to investigate.

As they approached the opposite bank, the "garden" suddenly rose and became a wheeling cloud of pink and crimson. The couple gazed spellbound until the last bit of color faded into distance. It was the first time they had seen flamingos in flight. The brilliant effect of massed flamingos on the wing, however, is now a thing of the past in Florida, for these picturesque birds, in the wild state, have disappeared.

The odd-looking, small-bodied bird with its long neck and stilt-like legs is known scientifically as *Phoenicopterus ruber*. One of its peculiar features is the broad, vari-colored beak, about five inches long and curved downward about midway its length. From the point of curvature to the tip the beak is black but just above this black portion there is a band of orange, and beyond this is a splotch of clear lemon-yellow that ends in a sharp apex at the yellow eyes. The bill is almost straight when the bird is hatched but becomes crooked as it grows older.

The flamingo has two things in common with the duck: webbed feet and small transverse plates edging the upper and lower jaw which serve as a sieve, allowing the escape of mud but retaining the shell fish on which it feeds. Flexible, recurved, horny spines are on each side at the base of the tongue.

When baby birds are hatched they are covered with white down, and as they mature the feathers turn greyish-white. Not until they are a year old do they begin

to turn pink, then rose-red; the inner lining of the wing becoming deep scarlet as the wing primaries turn black, and the legs cerise.

Fully grown in its natural state, the flamingo is all legs, neck and plumage. Five feet tall, the bird weighs only six or eight pounds. The wings are 16 inches long and perfect plumage is scarlet with the black primaries and secondaries. Birds in captivity, however, are a dull pink, tipped with vermillion and carmine. While there is little difference in the size of the male and female flamingo, nature for the most part gives the male bird the better of the looks. The negative female is apparently content to watch demurely while the gaily colored male struts.

Adult flamingo feeding is a humorous sight. In search of the small mollusks that chiefly form their diet, they explore soft mud. Over go the long necks until the heads rest upside down on the upper surface of the curved beaks. With heads submerged they employ a treading, dancing motion in their efforts to loosen the firmly embedded shells. When one comes upon a find, it is snapped up, water, mud and all. The water and mud, however, run out between the ridges of the bill, while the mollusk is swallowed whole.

Flamingos in captivity have more varied menus than the free birds, their diet consisting of dried shrimp, corn, cooked rice, grits, dried salmon, eggs, dried flies and art eggs. The last two are imported by the barrel from South America. Ants as large as bees lay eggs the size of cooked tapioca grains and these must be collected with care.

Experiments to determine the result of a change of diet on the color of flamingos' wings have resulted in the belief that shrimp are more effective than cuttlebone in keeping the plumage a bright rose-red. Marine vegetation is also necessary for the health of the bird, whose life span is from 100 to 125 years.

In April the flamingo loses his bright color and becomes faded and dingy, remaining in this condition through May and June, the breeding season. In colonies or "villages" the temporarily drab birds make tall cone-shaped nests of marl and sticks. Graduating from a 22-inch circular base to a 14-inch top, a depression about an inch deep at the top of the cone holds one or two chalky white eggs. If the nest is not disturbed the flamingo will return to it the following year. If, on his arrival, he finds his property has deteriorated, he builds additions of fresh mud. Some of the rebuilt nests are over two feet high. The male and female take turns at the hatching process; one sitting during the day and the other during the night. Dr. Frank Chapman has given a vivid description of them in his "*Camps and Cruises of An Ornithologist*:"

"Without further delay, the birds returned to their homes. They came on foot, a great red cohort marching steadily towards me. I felt like a spy in an enemy's camp. Might not at least one pair of the nearly four thousand eyes detect something unnatural in the newly grown

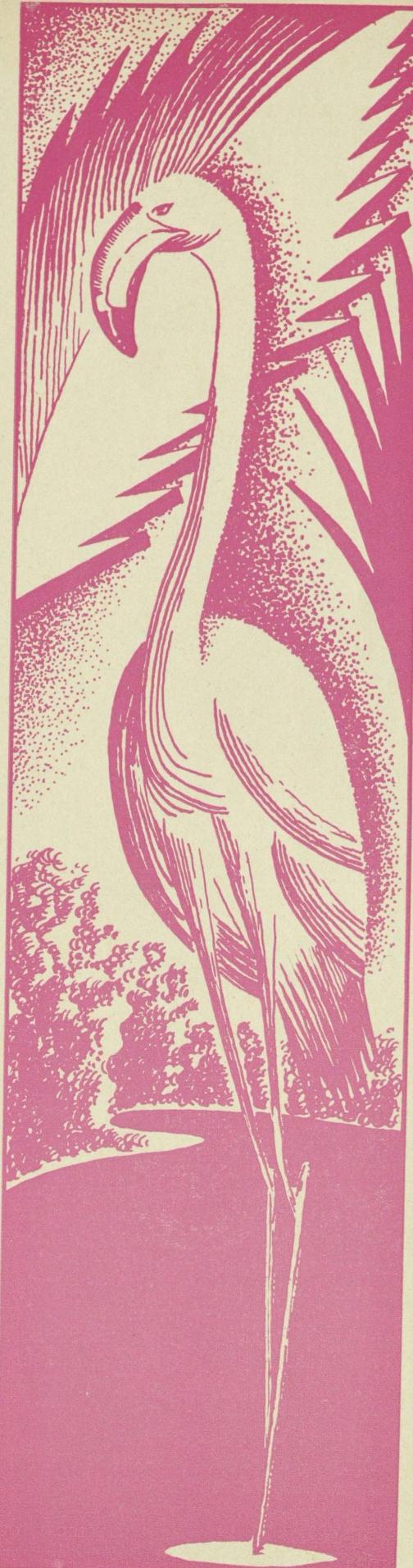
brush almost within their city gates? No sign of alarm, however, was shown; without confusion, and, as if trained to the evolution, the birds advanced with stately tread to their nests. There was a bowing of a forest of slender necks as each bird lightly touched its egg or nest with its bill; then, all talking loudly they stood up on their nests, the black and scarlet wings were waved for a moment and bird after bird dropped forward on its egg. After a vigorous wriggling motion, designed evidently to bring the egg into close contact with the skin, the body was still but the long neck and head were for a time in constant motion, preening, picking material at the base of the nests, dabbling in a nearby puddle, or perhaps drinking from it. Occasionally a bird sparred with one of the three or four neighbors which were within reach, when, bill grasping bill, there ensued a brief and harmless test of strength."

Newly hatched flamingos remain in the nest three or four days, but when disturbed they clamber over the edge of the nest, falling to the ground or water below. There they rest until they have the strength to go on. After a few hours, when the plumage is dry, the babies swim and run easily, though they cannot fly until they are fully grown. Mama Flamingo feeds her child on partially digested juice of a small mollusk; drop by drop she gives her young "regurgitated clam broth" made from a small spiral shell found in the water.

Flamingos are proud of their gorgeous plumage but only a few people have caught them at their "dress parade." On such occasions they march in army-like formation, the long line of flamingo red resembling a prairie fire.

The flamingo has been, and is, used for food. During the time Tiberius ruled the Roman Empire (14 to 37 A. D.) there lived a famous epicure called Apicius, who discovered a method to prepare one of the greatest delicacies of the day, the flamingo's tongue.

Native Bahamans, more gourmand than gourmet, prefer the flesh to the tongue. The birds are usually fat and their flesh is oily with a rank flavor that the Bahamans like. Since the Bahaman government has taken over the protection of flamingos they do not appear on the bill-of-fare very often. However, they are gradually dying off or



they are seeking new homes more inaccessible to mankind.

Once very numerous throughout the Bahamas, they were captured in such great numbers that at present flocks are found only among the inland salt ponds and marshes of Inagua and Abaco. Breeding places were raided of hundreds of eggs, gathered for food, and great numbers of young birds were killed before they could fly. The larger birds were killed for their feathers, or they were captured alive and sold to passing vessels.

The native home of the American flamingo is on the tropical coasts and islands from the Bahamas, Cuba, Haiti, and Yucatan to Brazil and the Galapagos Islands. In 1832 the famous bird authority, Audubon, found many flamingos not only at Indian Key but as far north as Pensacola. He was never able to prove, however, that the birds bred in the State. Twenty-five years later about 100 birds were captured in the shallow waters about Indian Key. A flock, estimated at 500 birds, was discovered and, as they were moulting at the time, were unable to fly.

Like Audubon, many people thought the birds propagated along the southern coast of Florida, but careful search has failed to reveal definite signs of a nesting colony. It is probable that the birds seen in Florida were migratory visitors from islands farther south.

In 1890 a flock of about 1,000 was seen in the shallow bays 18 miles east of Cape Sable and 12 years later another flock of the same size was observed in the same region. Since 1902 a few small wild flocks have been reported. In January 1910 a native hunter saw a small number on Cotton Key, and in 1916 four birds were seen on Upper Matecumbe Key.

The latest record of the appearance of wild flamingos on the Florida mainland was at Lake Worth, Palm Beach County, in 1905. In 1931, G. F. Sirman, curator of the Opa Locka Zoological Garden, saw a flock on the Keys near Card Sound, an experience about which he writes:

"It was about four o'clock in the afternoon. There were 14 birds in all, and they were wading around in the water by the side of the road. This was about a quarter of a mile north of the Card Sound bridge and near the Dade County line. The flamingos were so tame and I was so surprised to

(Continued on page 34)

Transportation Right Arm of Civilization



By Nathan Mayo

Commissioner of Agriculture

ADEQUATE transportation is the right arm of civilization. Improvements in vehicles and in roads have marked every advance in the progress of nations. Those which improved transportation most led all others in commerce, prestige and economic power of nations.

The improvement in ships gave nations supremacy on seas and in international trade. Improvement and expansion of railways gave advantage to those nations which surpassed all others in railroad building and equipment. Improvement in highways and machines for travel and hauling gave advantages to whatever country developed fastest along this line. Aerial navigation came into play and marked a new epoch in the rivalry of nations in the spectacular progress of rapid transit.

In all these lines the United States has led the world

Negroes picking Sea Island cotton, big money crop in many sections following long period of inactivity due boll weevil. This scene taken in Lake county.

except in shipping which went to England and in aviation which went to Germany.

It is our marvelous advance in domestic freight and passenger transportation that gave us the tremendous advantage in the race for leadership in the commercial, industrial and financial rivalries of the world.

Without the good roads in the United States the farmer would be so handicapped as to be forced to take a back seat with other countries in the standard of living. The tremendous hindrance of poor roads keeps much of Asia, Africa and Latin America from the strides they should and could make with splendid highways and vehicles to operate on them. Abolish good roads in any one of our States and it would at once feel the handicap and be forced to take less for the products and pay more for what they consumed. This principle holds good in a somewhat less degree when a certain part

of a State is denied the advantages of splendid highway connection with the outside world.

Florida is especially sensitive on this subject of adequate highways. It is well known that our largest source of income is our tourist trade. Without splendid, inviting highways this trade would dwindle to a fraction of what it is. All States now have a gas tax and there is not a State in the Union which does not collect taxes from people who burn gas on the way to and from Florida. The gas companies certainly owe a debt of gratitude to Florida for the enormous consumption of gas caused by the advertising of Florida's attractions by the Department of Agriculture and other publicity agencies.

These advertisements are made in various forms.

The marketing of the resources of Florida is especially dependent on the good roads of the State. Should we neglect to furnish easy transportation to the market centers and to the trunk-line highways of other States, our agriculture would be irreparably injured and the progress of the future will largely depend on our highway system.

As the agricultural resources of the State are improved and expanded, so must the highway system be expanded and improved. It is all right to say that the world will beat a path to the door of the man who invents a better mouse trap, but this is not true of agricultural products. The farmer must raise the crops but he cannot get them to market at a cost that will permit him to make money unless it is over good highways that will carry his produce to the outside world with the greatest speed and at the lowest cost.

Grapes of wrath? No, grapes to the sweet. This Tavares Miss illustrates a prime product right in the vineyard. Most Florida grapes are marketed, while some go into wine.

At right, Governor Holland feeds a Sea Island cotton gin while Nathan Mayo, Commissioner of Agriculture, and William L. (Billie) Wilson, Director of State Markets, supervise.



AIR CONDITIONED

NO ONE IN FLORIDA IS EVER MORE THAN 60 MILES

By George H. Clements

FLORIDA, long famed in song and story as a paradise for seekers after winter comfort, is rapidly becoming—as a matter of fact, has become, a resort for hundreds of thousands seeking relief from summer heat prevailing in other sections of the country, judging from facts and figures reported by hotels, restaurants and amusement enterprises from all parts of the State from Pensacola to Key West. And those reports come not only from the resort communities along the Atlantic and Gulf coasts but from those in the interior as well.

Time was, and not so very long ago, when the idea was prevalent throughout the Northern States of the American Union and the provinces of Canada that because Florida had such a warm climate during the winter months it must be a raging furnace in summer. It could not be understood why any State or section of the country so close to the Tropic of Cancer and at sea level could be anything else but extremely warm during northern summers.

Happily there has been a change in sentiment. It now is, and for several years of the immediate past has been, realized that Florida—because of its peculiar shape, its geographical narrowness, only 120 miles wide at its widest part; washed on the east by the Atlantic and on the west by the Gulf of Mexico, so that one is never more than 60 miles from salt water; swept by gentle trade and counter-trade winds, coupled with its proximity to the tropics—is an “air conditioned” State and because of this can neither be extremely hot nor very cold.

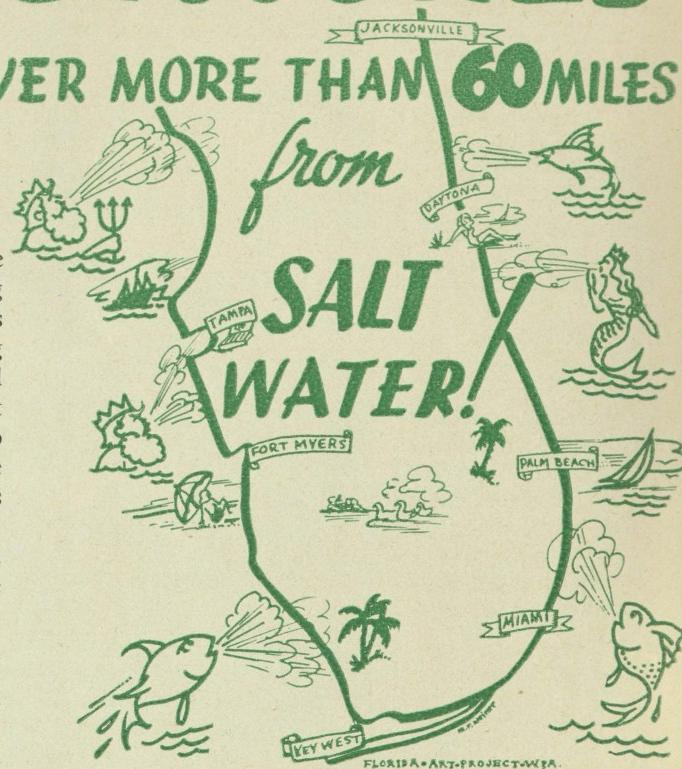
Years were required to get this message over to the

PLENTY OF ROOMS READY FOR VISITORS TO FLORIDA

THREE hundred and fifty-two thousand, two hundred and ninety-one guest rooms are available in Florida hotels, apartment and rooming houses, says Hunter G. Johnson, Florida Hotel Commissioner.

These rooms are in 1,743 hotels, 7,456 apartment houses and 11,653 rooming houses. Restaurants coming under supervision of the commission now number 9,092.

More than 22 million dollars have been spent in the last 15 months for 196 new hotels, 752 new apartment houses, 295 new rooming houses and 541 new restaurants in the State. This does not include furnishings, landscaping and property purchases.

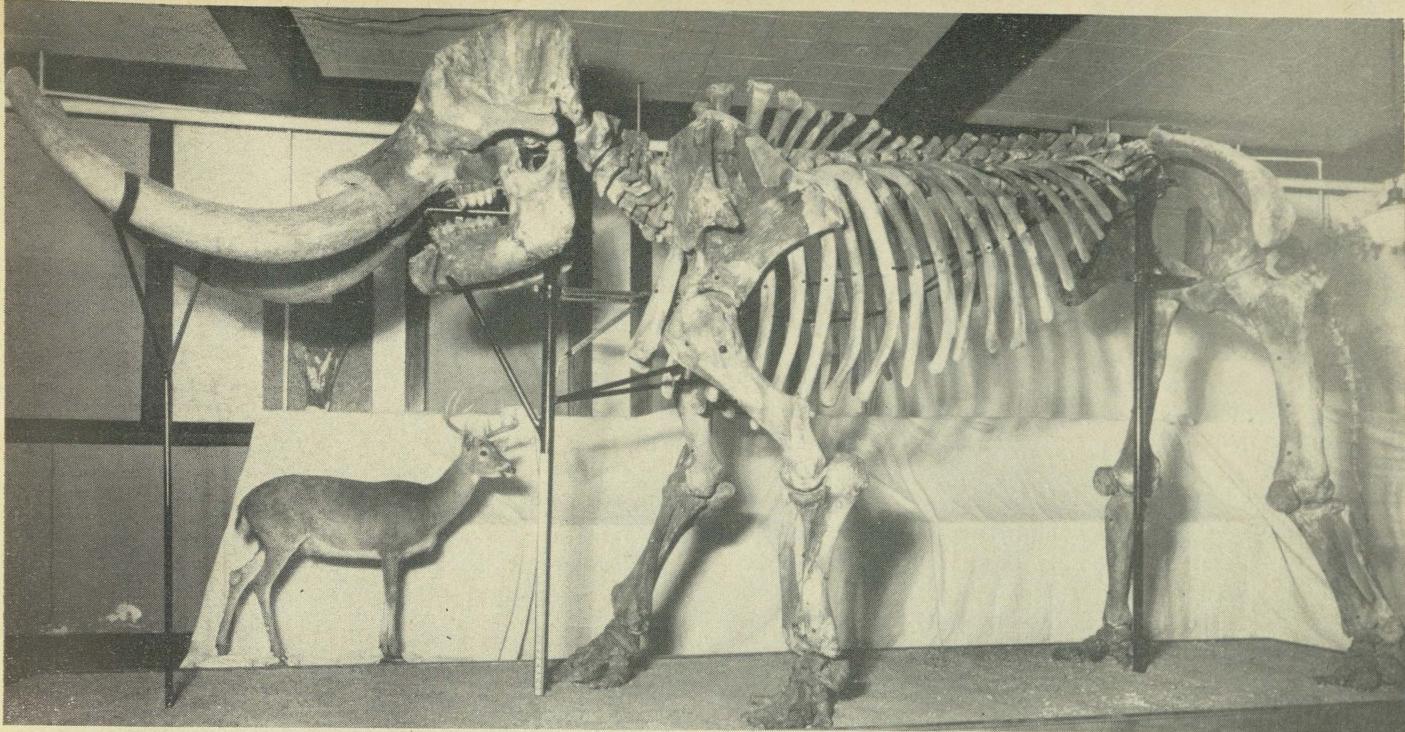


Adequate transportation, from without and within Florida, makes this State most attractive for those who are seeking the not extremely hot summer and the not very cold winter that nature provides through its “air-conditioning” system unique only to Florida. Each year more people realize that Florida is cooler in summer, warmer in winter. Many agencies are driving this point home in various ways.

American public. Hundreds of thousands of dollars were spent for advertising space in newspapers and magazines and millions of copies of booklets were distributed before the truth regarding Florida's incomparable all-the-year-around climate began to find lodgment in the minds of the millions throughout the United States.

Thanks to the newspaper, magazine and booklet advertising as well as to the visual education regarding Florida afforded by the splendid exhibits made at world's fairs and regional expositions during the past 10 years by Florida National Exhibits, Inc., the word of mouth publicity carried home by millions of “satisfied customers” who had experienced the delights of life in the “Sunshine State” at all seasons of the year, there has been a change of heart and Florida has become an all-the-year-around State so far as tourists are concerned.

Other factors have been at work in the matter of bringing about this change of heart on the part of seekers after climatic comfort. It is all very well to have what Florida has and to tell the world about it through the newspapers and magazines, through the medium of magnificent exhibits of the State's resources and attractions at world's fairs and expo- (Continued on page 32)



The gigantic size of this extinct mammal which once roamed over Florida may be imagined by comparing the skeleton with the deer photographed with it. Mastodons were about nine feet high, were covered with brown hair and had long tusks. This skeleton was recovered from Wakulla Springs, near Tallahassee.

Once Roamed Land of Sunshine..

IN THE crystal waters of a jungle stream herds of stocky, slightly shaggy elephants shattered the quiet of a primeval forest with their splashing and trumpeting. Farther downstream another herd of elephants was also splashing. This second herd was different from the first, however. The beasts were huge, some reaching a height of 14 or more feet. They were long and rangy of limb and except for their exceptional size were very like the Indian elephant.

From the depths of the tangled vegetation along the bank a pair of gleaming yellow eyes looked hungrily out on the playing herds. These eyes belonged to a cat-like creature built like a professional weight lifter, with slim hindquarters and huge shoulders and front legs. Still more remarkable were his teeth. From the upper jaw protruded greatly elongated canines looking for all the world like a pair of vicious yellow daggers.

Across the stream a herd of timid, shaggy horses slipped quietly down the bank, drank and then faded into the jungle green. With a boldness and unconcern born of his knowledge of immunity to attack, an enormous armadillo, some seven or more feet in length and armored from the tip of his nose to the tip of his tail with heavy plate, lumbered through the brush. At the end of his tail there was a ball-like structure armored with formidable spikes. He was indeed an armored tank of the Animal Kingdom.

In the distance gray shapes glided and scampered through the green. Overhead a squirrel chattered his noisy defiance to the world at large.

By Herman Gunter
State Geologist

The above scene was not in a world of a fantasy from a Conan Doyle's *Lost World*, but the Wakulla Springs, in Wakulla county, Florida, some 10 to 30 thousand years ago during the Pleistocene or Ice Age.

During this last division of geologic time a strange array of mammals including most of those now known from the State and many groups now known only from Africa, Asia and South America, mingled together, fought and died on Florida soil. With the passing of the great ice sheets in the north, the largest and most spectacular of these disappeared from Florida and the whole of the North American continent.

A great mystery has been made of this supposed sudden disappearance. True, we shall probably never know the whole reason for their complete demise, but a very reasonable and not at all mysterious explanation may be offered. The passing of the ice sheets was accompanied by marked climatic changes. A marked climatic change necessarily requires drastic readjustments in the animal kingdom. Many of these mammals, particularly the larger ones, were highly specialized and could not adapt themselves to the needed changes in their way of life and slowly died out.

Another factor to be considered is that of disease. During any particularly drastic climatic change diseases are apt to be more widespread and destructive. It is entirely possible that some malady or series of maladies may have greatly weakened these groups and hastened their total destruction. Their (Continued on page 35)

Beautification Gets Boost . . .

HIGHWAY beautification received a tremendous boost when the 1941 legislature enacted the outdoor advertising bill which promises to give visitors and homefolks a less obstructed view of Florida scenery as they travel up and down the thoroughfares of the State.

While the measure does not prohibit the construction of signboards along Florida highways, it forces them back 15 feet from the outside line of the highway thus removing the close-up obstacle shutting off the distant view which, in Florida, is one of the most entrancing of the State's attractions to outsiders. After September 23, the date the law goes into effect, signs on the right-of-way or within that 15-foot no-man's-land will be illegal and the man constructing them and the person or firm whose goods are advertised will be subject to the penalty of not less than \$10 nor more than \$300. Each month or portion thereof in which violation is committed will be considered a separate offense. By requiring a permit for the erection of signs, the act controls all outdoor advertising outside of corporate limits.

Former United States Senator William L. Hill has been named director of outdoor advertising law enforcement by Chairman Thomas A. Johnson of the State Road Department, directed by the act to administer its provisions.

Under the provisions of the act "advertisement" means "any writing, printing, picture, painting, display, emblem, drawing, sign, or similar device intended to invite or to draw the attention of the public to any goods, merchandise, property, real or personal, business services, entertainment or amusement, manufactured, produced, bought, sold, conducted, furnished or dealt in by any person which is posted, painted, tacked, nailed or otherwise displayed outdoors on real property, and includes any part of an advertisement recognizable as such."

The act also defines "advertising structure" to cover erected signs; "signs" to cover cards, cloth, paper, metal, painted or wooden advertisements, and the business of outdoor advertising.

No person shall engage or continue in the business of outdoor advertising in Florida outside of corporate limits of cities and towns without first obtaining a license, according to the act which also provides that no person shall construct, erect, operate, use, maintain, lease or sell any outdoor advertising structure or sign or advertisement outside of cities and towns without a license which costs \$75 per year for one to eight counties, \$200 for those operating in more than eight counties, and \$15 per year for the use of the county in which the licensee operates. All fees are payable October 1. Bond of \$2,500 is required. Persons operating only on their own property are exempted.

Each separate advertisement erected by licensees requires a permit under the law and every annual renewal of permit shall be accompanied by a fee at the rate of two cents per square foot for the area of the face of the advertisement with a minimum fee of 50 cents for each advertisement. Each application for permit shall be accompanied by an affidavit of the applicant or his agent

that the owner or other person in control or possession of real property upon which such advertisement is erected has consented thereto.

Holders of permits shall have the right to change the advertising copy on a structure without the payment of additional fee. All signs or structures for which permits have been issued shall bear 2x6-inch markers and the permittee is responsible for the sign's removal 30 days after the permit has expired.

The act prohibits outdoor advertising within 100 feet of any church, school, cemetery, public park, public reservation, public playground, State or National forest, highway or railroad intersection outside incorporated cities or towns. It also prohibits signs which involve motion or rotation of any part of the structure or displaying intermittent lights, or which use the word "stop" or "danger," or presents or implies the need or requirement of stopping or the existence of danger, on which is a copy or imitation of official signs. Signs placed on the inside of a curve or in any manner that may prevent persons using the highway from obtaining an unobstructed view of approaching vehicles are prohibited by the act.

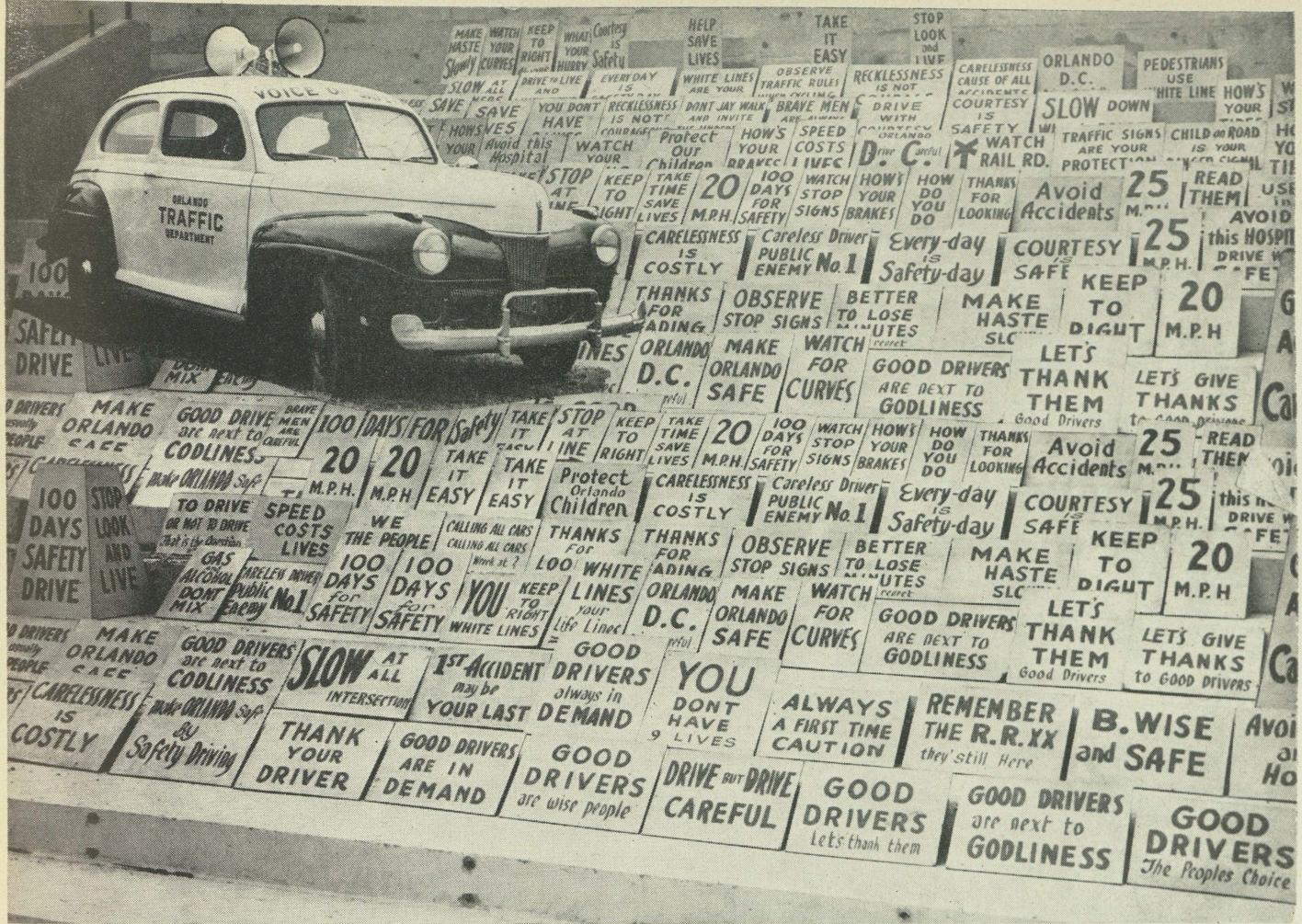
Advertisements of farmers relating solely to farm produce, official notices, danger and precaution signs, no hunting or trespassing signs, signs denoting routes to historic shrines, directions for public safety, historical markers and other such signs are exempted from provisions of the act.

The act provides that any advertisement, advertising sign or advertising structure which is constructed, erected, operated, used, maintained, posted, or displayed in violation of the act, is declared to be a public and private nuisance and shall be forthwith removed, obliterated or abated by the State chairman or his representative, "and for that purpose they may enter upon private property without incurring any liability therefor." In cases where the sign is valued at \$100 or more and bears the name of the owner a written notice of the violation is required and 30 days' notice given for the owner to disprove violation of the act.

Board of Forestry and Parks Is Given New Authorizations

Because of the fact that the Board of Forestry has been supervising State park development since 1935, the last legislature changed the name of the board to Board of Forestry and Parks.

Legislature also passed laws to assure that lands developed for park purposes shall remain perpetually for that purpose, authorizing establishment of a park fund as a depository for endowments and giving the board right of eminent domain in condemning lands for State parks and forest purposes, authorizing counties and cities to establish community forests and authorizing the State Road Department to construct roads in State forests and parks.



—Photo by Orlando Sentinel

These are the signs that greeted Orlando motorists everywhere recently on the opening of the 100-day safety drive, the object of which was to have that period free of traffic fatalities and serious accidents. A sound truck operated by the police department warned jaywalkers and called attention to the signs.

Orlando Goes In For Safety . . .

ORLANDO hopped off on a 100-day safety drive on July 15 and had prevented a serious accident or a fatality during the first ten days before this article went to press. Police clamped down on reckless drivers and pedestrians and won the approval of Jesse J. Gilliam, director of the Florida Highway Patrol and the Department of Public Safety, who stated that it would be a fine thing if all Florida cities would follow Orlando's example.

Safety units, motorists and motorcyclists joined in the drive for a clean record during the 100 days. Pedestrians were warned of their danger in crossing between street intersections, of the necessity to remain on the curb until lights change and of the hazards of stepping out from behind parked cars.

Arrests for reckless driving and for minor accidents were more than usual during the first few days of the drive. Cooperation of the press, however, soon brought respect for traffic regulations and officials reported that a definite benefit from the undertaking had been noted.

As the drive progressed civic clubs took up the idea and promoted safety in their programs.

Despite the fact that police traffic officers were more than ordinarily diligent in the enforcement of laws and in reporting accidents, the first 21 days of the drive saw 38 crashes on the police blotter. Two persons were injured in accidents in that period and no person was killed. Newspapers are carrying a daily record of accidents, injured and fatalities..

"Safety drives are an excellent thing," said Director Gilliam in commenting on the Orlando campaign. "They serve to awaken the public to the necessity of caution in everyday driving. When safety is not emphasized, we grow careless. When we grow careless, accidents happen.

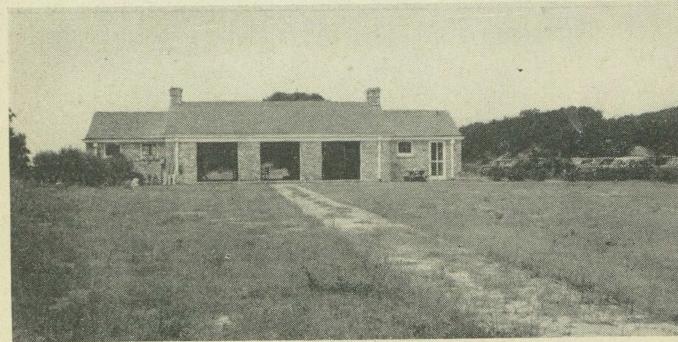
"While the highway patrol is chiefly interested in safety on the roads of Florida outside of municipalities, we also are interested in the saving of life and limb inside city limits. The patrol is always willing and anxious to cooperate with civic and county authorities in the promotion of safety and the enforcement of traffic laws."



Catwalk through Highlands Hammock State Park.



Gathering around the festive board in sylvan dell in Highlands Hammock State Park, near Sebring.



The Refreshment House catering to public at the historic Fort Clinch State Park at Fernandina.

Free PARKING

By Lewis G. Scroggin

Director of State Parks

STATE Parks are not new. Several States have made considerable progress in the development of a State park system many years prior to the beginning of the New Deal. Notable among these are the States of Indiana and New York.

The history of Florida State Parks is much different. They were begun with the establishment of Royal Palm State Park by the Florida Federation of Women's Clubs in 1915, and the State park system that is now under the administration of the Florida Board of Forestry had its beginning after the New Deal initiated work on such projects by the Civilian Conservation Corps.

Florida occupies a unique position among the forty-eight States since it is the outstanding natural playground, and it was largely due to this fact that the National Park Service evidenced interest enough in the development of State parks to advocate the adoption of a plan for a State park system and cooperate in their creation by the assignment of several CCC camps to the State. Right or wrong, their belief in the wisdom of building a State park system in Florida has been backed up since 1935 by the expenditure of approximately one million dollars a year on these projects. (The estimated cost for operating a CCC camp one year is \$200,000. Florida has had five in State park development.)

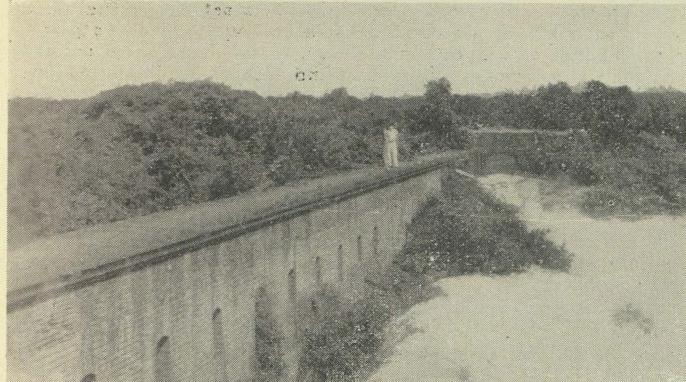
Some people in Florida have caught the vision and have given wholehearted support to this program, and we venture the statement that within a few years the majority of the farseeing people of the State will wonder how we have gotten along with so few State parks. The State has contributed to the development of a State park system, but not as liberally as it might have could it have been possible to arrange for greater State park appropriations.

With a widespread interest consistently increasing it should be possible hereafter to convince the legislature that adequate provision should be made to finance a first-class organization for the purpose of protecting and making available to those who seek beauty, health and recreation in Florida more of our natural wonders.

We, in the State of Florida have been fortunate in acquiring ten State park areas scattered throughout the State, which have been described by outstanding disinterested authorities as by far the most appealing and beautiful State park areas to be found anywhere in the nation. Each of our present ten State parks is outstanding because of scenic, historic, scientific and recreation attractions, or a combination of these interests. One of the parks is unique in that it has growing in it two or more species of trees not found anywhere else in the world. One has been described by no less an authority on State parks than Colonel (Continued on page 31)



Hillsborough River passing under suspension bridge near Zephyrhills. An ideal rest spot.



Outside of wall of Old Fort Clinch taken from top of one bastion, looking toward another.



Fishing off the Jetty, one of the favorite sports of Fort Clinch (Fernandina) visitors.



Bathing beach on Lake Johnson looking east from bath-house at Gold Head Branch Park.



Scene on picturesque Myakka River, near Sarasota.

Taking 'H' Out of Hurricanes . . .

By Frank Ferguson

HURRICANES of the future, regardless of their intensity or from what direction they take a slap at Florida, will never do as much damage to life and property as they have in the past.

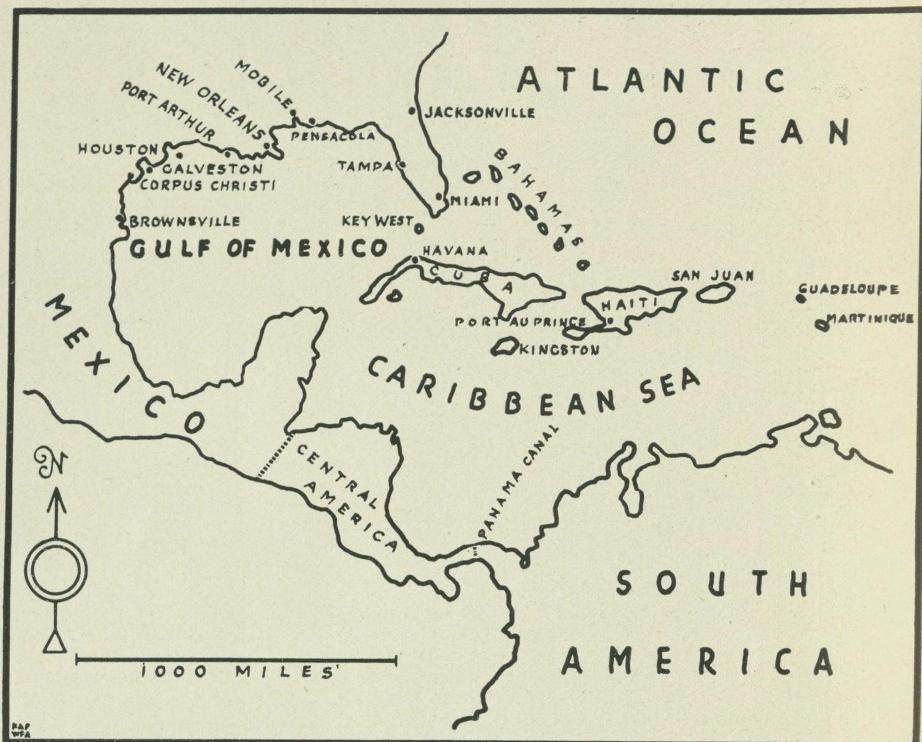
Surprise—catching people in isolated places and buildings unprotected in exposed spots—was the chief element in the devastating attacks which hurricanes made upon Florida and other Gulf States as well as in those which have done millions of dollars in damage to the North Atlantic coast. A great portion of all hurricane loss of life and property could have been saved had those in the exposed areas been warned of the coming of the storm.

Various fantastic schemes for the control or breaking up of hurricanes have been proposed. Some have urged that the fleet be sent into a hurricane as it gathers in the Caribbean or eastward to blow it to pieces. Others propose vacuum gadgets to suck out their power. All, of course, are impractical, some downright silly.

However, unlike weather, there is something that can be done about hurricanes. We can find out where they are, how intensive they are and where they're going. And that is just what Uncle Sam is doing.

Out in the South Atlantic, and in the Caribbean, there has been set up a chain of observation stations which is as effective against hurricanes as Roosevelt's chain of island forts will be against a Hitler invasion. These advanced listening posts, now fully manned and with a weather eye to the eastward, will communicate with other listening posts to the west and with ships at sea when the slightest disturbance is observed. They will study the action, movement and intensity of the disturbances and relay that information to posts behind them.

From the West Indies and Central and South American coasts and from ships at sea this information will be broadcast to 12 weather bureaus over a teletype system. These bureaus are located in Key West, Miami, Tampa, Jacksonville, Pensacola, Mobile, New Orleans, Houston, Port Arthur, Galveston, Corpus Christi and Brownsville. From the time a disturbance is located hundreds of miles off the coast to the time it goes inland or dissipates itself at sea, these stations will be advised of its movements and intensity. As a disturbance moves toward the coast advisories, as hurricane bulletins are called by the weather bureau, to newspapers and radio



—Map by WPA Writers' Project

This map shows the location of hurricane listening posts set up in the U. S. Weather Bureau's warning system. Connected by a teletype system stations inform one another of the movement of storms during the hurricane season. Approach of a hurricane is no longer unheralded and loss of life can be prevented if warnings are heeded. Most hurricanes have their origin in the area east and south of Guadeloupe.

stations will be more frequent. As the direction of its movement becomes certain areas threatened will be notified, warnings given people in exposed places, precautions taken toward the protection of buildings and the movement of vessels.

To Ernest Carson, formerly meteorologist at Pensacola and now chief of the Miami weather bureau, goes much of the credit for establishment of the hurricane warning system now in operation. Carson first attracted attention of his superiors in the weather bureau while stationed in Pensacola and was transferred to Miami so that he would have greater opportunity to perfect his studies of tropical disturbances.

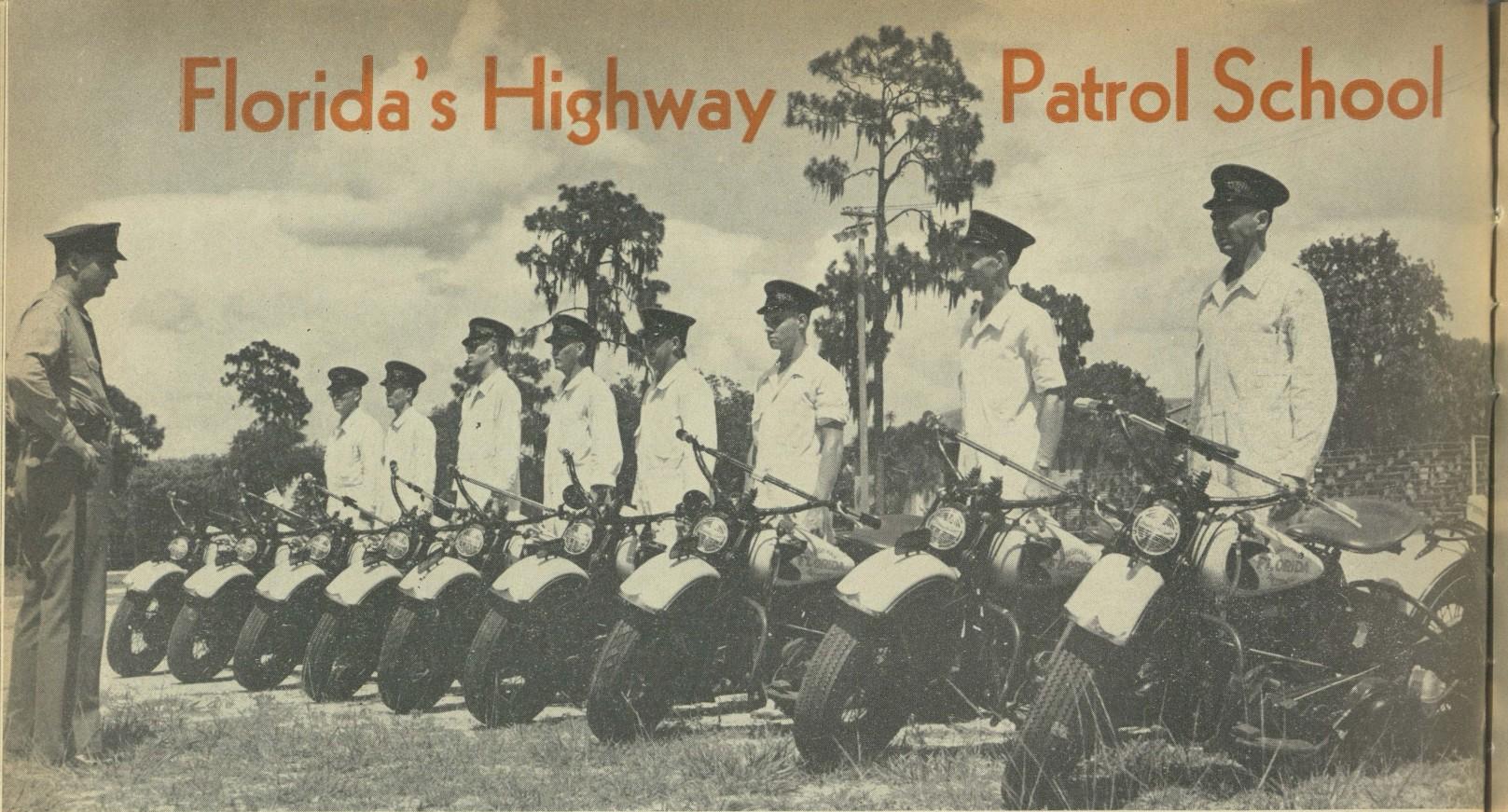
The first observation system was set up in 1935 with a small number of bureaus and West Indies observers participating. The system has grown almost every year with accounts of its operation becoming more interesting as new methods were accepted and new ideas tried out. Some stories have been told of great heroism as observers stuck to their posts while the storm swirled about them until their methods of communication went out. Many of the idiosyncrasies of hurricanes are known. As a matter of fact further study of the storms is likely to show that they have none—that they are like old men "sot" in their ways, one being much like another except in the matter of strength and direction, both of which can be predicted in advance.

A FEW STATE MAGAZINES



MANY States publish magazines and other periodicals calculated to attract tourists and to better acquaint their own people with their resources and possibilities. Some are published at public expense, others, sponsored by various State departments, are supported by advertising. Many of them have nation-wide circulation through cooperation of citizens, hotels and other interests. Those illustrated are but a few of the number.

Florida's Highway Patrol School



FLORIDA'S State Highway Patrol is training men for defense—defense of safety on the highways.

During the month of July, 85 men from all parts of the State attended special classes at the patrol's school at Lakeland. The men, seeking posts with the patrol, have received expert instruction in traffic problems, first aid, use of firearms and scores of related subjects.

They have learned to ride motorcycles with ease, how to stop a speeding car on the highway, accident investigation and the art of testifying in court.

These things they have accomplished in one short month, and their daily schedule was like that of an army camp. The men started their day at 6 a. m. Regulations provided that they arise, shave, dress and put their hotel rooms in order before 7 a. m., when breakfast was served.

Classes started at 8 o'clock and ran until noon, when dinner was served. They were back in class at 1:30 o'clock and stayed there until 5:30.

Supper was at 6 p. m., after which the embryo highway patrolmen went to a short 45-minute class. The remainder of the evening was devoted to study periods, and the lights out signal was given at 10 o'clock.

In direct charge of the school was H. C. (Red) Martin of Lakeland, promoted from lieutenant to captain by Director Jesse J. Gilliam of Lakeland. Director Gilliam, under whose general supervision the school was held, was a frequent visitor and sat in on many of the classes.

The staff of instructors, all experts in their line, included D. C. Snedaker and Lieut. R. E. Raleigh, of Northwestern University's traffic institute. Others who assisted included Capt. Stuart A. Seneff of Miami, Capt.

By Dan Sanborn

Photographs by Author

Fitz Hugh Lee of Jacksonville, Lieut. J. Wallace Smith of Tallahassee, Lieut. A. C. Yonally of Orlando, and Lieut. Reid Clifton of Camp Blanding.

Headquarters for the school were located at the New Florida Hotel. The roof garden of the hotel was turned into a big classroom. Blackboards were set up in order that instructors might illustrate their points and at the night classes, motion pictures and lantern slides were projected on a large screen.

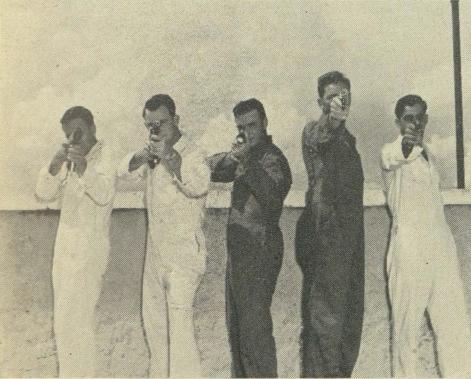
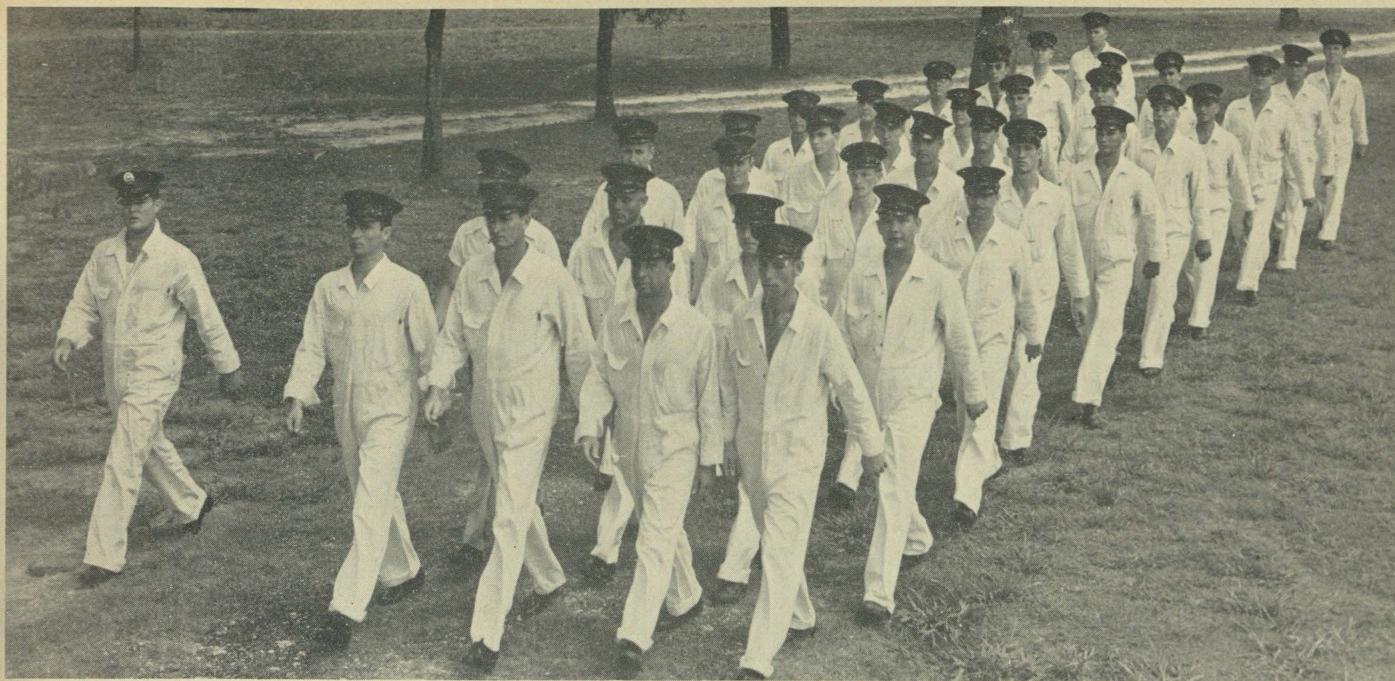
First-aid classes were held at the community center building just south of Lakeland's million-dollar civic center. This large structure, with its roomy dance floor, was especially suitable for this type of work.

Artificial respiration, bandaging, splinting and allied first-aid subjects were demonstrated first by instructors. Then the patrolmen gathered in small groups in various parts of the dance floor to practice on each other. Sgt. J. W. Hagans directed the first-aid training, assisted by James P. Britton, Lakeland city fireman and an experienced Red Cross first-aid instructor.

Motorcycle riding, foot drills and calisthenics were

Above is a squad of motorcycle highway patrolmen being inspected by Lieut. Reid Clifton. Trainees at Lakeland learn to control a motorcycle as well as to efficiently drive a car, care for those injured in accidents and gather evidence in crashes which will be a guide for legislators in making traffic regulations in the future and for engineers in designing the future roads of the State.

If Uncle Sam should call any of the members of the highway patrol he will find them partially trained in military maneuvers as well as in the best of physical condition as seen by the photographs (opposite page) of Lakeland trainees in drill and at calisthenics. Inset below at left shows a squad of trainees at target practice and, at right, studying and practicing the art of handling firearms. Weapons demonstrated at the school include pistols, shotguns, machine guns, riot guns and tear gas guns.



performed outdoors at Lakeland's new city park. Lieutenant Clifton supervised the training of the motorcyclists. The men wore white coveralls and were taught to ride singly before being given instructions in formation riding. Nine motorcycles were brought for use by the trainees, and the men were divided into small classes in order that all might have an opportunity to receive instruction.

The future highway sentinels got plenty of exercise during their month's stay here, taking calisthenics daily under Sergeant Robinson. Their instruction also in-

cluded marching in various formations, and in a few days the recruits drilled like real soldiers.

Not all of the 80-odd men who completed the course of instruction will find jobs with the patrol, but approximately 60 are to be employed under an act passed by the last legislature allowing an increase in manpower.

The patrol now numbers approximately 130 men, who cover the State's highways from Tallahassee to Miami and from Jacksonville to Pensacola—a large job for a group of its size.

So, to make traffic safer, (Continued on page 33)

GOLFING AROUND



FLORIDA (The First Nine)



FOLLOW THE GREEN LANES (from upper left)

- 1 Bobby Jones Course, Sarasota. Laid out 1925 by Donald Ross, dedicated by Jones 1926. Par for 18 is 71.
- 2 Airview of the Miami Springs Course, scene of the annual \$10,000 open, called the "World's Series of Golf."
- 3 One of the short holes Royal Park Golf Course, Vero Beach. Operated by local citizens' non-profit association.
- 4 A tricky green of tropical Fort Myers course. Note palms and shrubs. One of State's most beautiful courses.
- 5 Favorite short hole on Bartow's municipal course built into piney woods and studded with greenery and flowers.
- 6 DeLand citizens and visitors have golfing at its best as will be noted in this fairway scene of popular hole.
- 7 Winding through forests of palms and pines go the fairways of this, one of five St. Petersburg sporty courses.
- 8 The famous 9th green at The Inn, Ponte Vedra Beach, Jacksonville, on the Atlantic shores seen in background.
- 9 Cleveland Heights Golf course, municipally owned and operated, Lakeland. 18 holes of genuine golfing pleasure.

Improving Florida Highways . . .

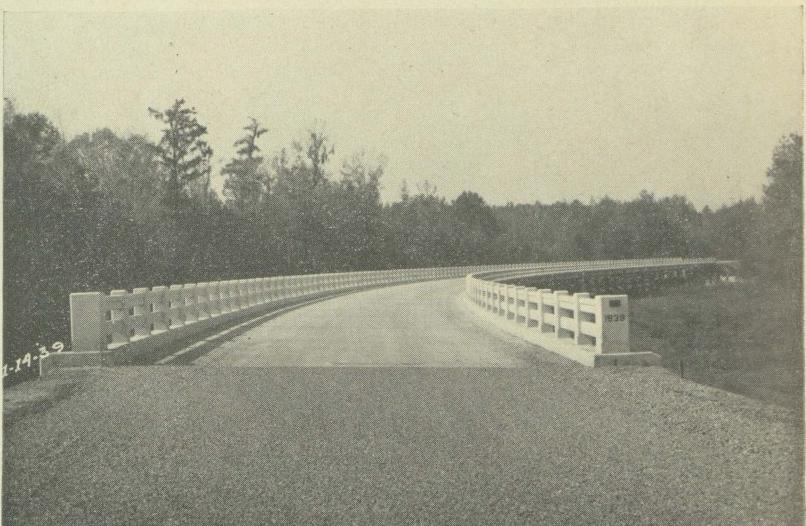
By J. H. Dowling

State Highway Engineer
State Road Department

EDITOR'S NOTE—*Mr. Dowling is recovering from a serious illness and is expected to be able to be back in his office shortly. At press time he was able to have a few visitors at his home, was handling some of his work there.*

OVER five billion vehicle-miles of traffic flowed over the highways of Florida in 1940, which is sufficient mileage to encircle the earth two hundred thousand times or equal to 54 times the distance from the earth to the sun. Four-fifths of that traffic was made in passenger cars and one-fifth was made in commercial vehicles. Eighty-five percent of this traffic was by residents of the State of Florida and the balance by residents of other States.

The highways of Florida consist of two general groups: (1) rural roads, and (2) city streets. On December 31, 1940, there were 44,413 miles of public roads and streets in Florida, of which 35,113 miles fell in the classification of rural roads. The State Road Department is charged with the responsibility of constructing and maintaining the important trunk-line roads within the State. The legislature designates the roads that are eligible for State administration, and from the group of these designated roads, the State Road Department selects the roads for State construction and maintenance. Roads thus selected for State construction and maintenance are classified as the "State Maintained System." On December 31, 1940, there were 7,591 miles under State maintenance.



Since the 5 billion vehicle-miles of traffic in 1940 represents an increase of 35 percent for the 5-year period since 1936, analyses indicate that it is reasonable to assume that the use of the automobile will continue to the extent that by 1960 the annual traffic will approximate 7,750,000,000 vehicle-miles. Since the automobile users need and demand continuous and



Defense measures, necessitating bridges which will carry military vehicles without danger, throw out the old highway bridge as shown in the top-of-page photo. All such type spans should be replaced by structures like that in the lower photo. Both these structures are on Florida highways.

A divided two-lane highway (left) recommended for secondary roads over which traffic is not too heavy. Four-lane highways with a dividing space down the center, providing two lanes each way, are recommended for highways over which traffic is greatest.



direct routes between the various sections of the State, it is necessary for the State Road Department to maintain routes calculated to serve the greatest number with the least inconvenience.

In order to obtain data that will serve as a basis for intelligent decisions, the Division of Research and Records has made use of various mechanical devices for determining the amount of traffic on both seasonal and annual bases.

These bridge structures (above) are modern and capable of carrying almost any load that is required of them. Military use of Florida highways will require that all spans in the State be of this type.

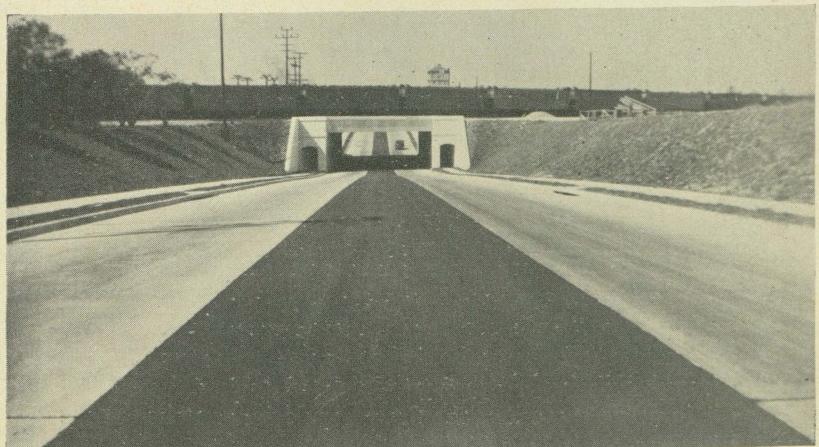
This modern grade separation (right) also relieves the necessity for stopping, looking and listening at railroad crossings, and for the resulting deaths from failure to do so when train and automobile meet. Florida has many of these but needs many more.

Prior to 1937, this was done by manual count. Since that time two types of mechanical devices have been utilized: (1) the electric eye, which is placed on important thoroughfares and which automatically records vehicles passing in front of the machine both day and night throughout the year, (2) portable mechanical recorders which operate on the principle of compressed air. For mechanical recording, a tube is stretched across the road and the passing vehicle creates an air pressure that trips a mechanical counting device which records the axles. This type of recorder is easily moved from place to place. Traffic is counted by these devices in every season to determine the peak periods.

By these and other well established methods, the State Road Department is informed of the traffic density of any given highway, and is able to determine the adequacy of any section of road with respect to traffic demands. Road standards are, of course, modified by both economic and psychological considerations. Since revenues for road purposes are limited it is necessary to select standards that will afford the maximum utility for each dollar expended. By classifying roads according to the volume of traffic, the maximum approximate uniform speed which will be probably adopted by the faster group of safe drivers, and the character of the traffic, it is possible to select the design standards to which the road should be constructed.

Thus, a road that cost \$18,000 a mile may be adequate in one place, while in another, the traffic demands may justify the construction of a higher type (or wider) road that would cost many times more. The cost of a road is affected by the traffic density and the type of traffic that uses the particular highway. Naturally, the more extensively used roads require a higher type construction in order to withstand the traffic load.

Another way of stating it is that, in general, highways are placed in their service groups: first, trunk roads which form a network of important arterial routes connecting various centers of activity and providing facilities (Continued on page 39)



Must Adjust 1941 Tag Error . . .

MOTORISTS who think they have out-maneuvered the tag department of the State Motor Vehicle Commission by not remitting the extra five dollars required on cars in the \$15 weight class, erroneously placed in the \$10 class, will have a sad awakening when they apply for their 1942 license tags, according to State Motor Vehicle Commissioner Henry J. Driggers. They will have to pay the additional \$5 before obtaining their 1942 tag, he says.

After most of the annual plates were issued last spring, it was discovered that weight additions to several new models of medium-priced cars had automatically lifted them into the \$15 class from the \$10 class. At that time owners were directed through the press to return their tags, pay the extra \$5 and receive the proper tag. Many did not do this, either because they did not know of the new instructions or because they thought they could get by with their old tags. The commissioner did not do much about it because he knew that there was a way to collect when the time came.

It is estimated that about 25,000 cars were affected by the error. Of this number many have adjusted the difference.

The last legislature lifted the price of 1942 tags for practically all automobiles by \$5. However, those involved in the mix-up will still come in the \$15 class but a 1942 tag will cost them \$20 if they have not made the adjustment beforehand.

Tourists Protected During 1941 Legislative Session

Florida's multi-million dollar tourist crop was well protected from injury during the last session of the State legislature, when attempts to impose levies hitting visitors were defeated.

Chief among the measures which might have hurt the tourist crop was the proposal to amend the constitution to permit levies on incomes and inheritances. This met with early defeat. Other measures defeated were proposals to tax cigarettes, soft drinks, cosmetics and razor blades.

Visitors to the State will have to pay more for two of their pleasures—betting on horse races and the drinking of wines. The take from race tracks was boosted from three to eight percent while the wine tax was hiked from 20 to 30 cents a gallon.

Cities Cannot Make Speed Rules On State Highways

Cities cannot adopt speed limits contrary to State law for city streets which have been designated as State highways, according to a ruling of the State supreme court in a Pensacola case. The court held that "any traffic regulation adopted by city ordinance which is in conflict with, or is inconsistent with, the State regulation on the same subject matter is invalid."

DO YOU KNOW FLORIDA?

A score of 10 rates you an A-1 FLORIDIAN; 8, a GOOD FLORIDIAN; 6, just a FAIR CITIZEN; less than 5, a person who needs to study his State.

1. What Florida city was described by a famous novelist as "a town that has become a university?"
2. One-half of the world's supply of what mineral is produced in Florida?
3. What Florida newspaper gives away its home edition every day the sun does not shine before press time?
4. What Florida city is modeled after the mythical Greek city Heliopolis?
5. Where is the "Winter strawberry capital of America?"
6. What building of Moorish architecture is now the home of a university?
7. What is The Devil's Millhopper?
8. Where in Florida do restaurants specialize in turtle steaks?
9. What high elective officer of Florida cannot succeed himself in office?
10. What Florida city was the terminus of the first transcontinental highway in America?

(Answers on Page 33)

Mrs. Holland Donates Aluminum for Planes

An old dishpan and a double boiler which have been banging around the governor's mansion in Tallahassee for many years enlisted in the defense army under the sponsorship of Mrs. Spessard L. Holland last month. The utensils were placed on the Tallahassee aluminum heap by the first lady.

Governor Holland is chairman of the State-wide campaign to collect the metal for use in airplane construction.

Lakeland Flying School Gets New Year Contract

Lakeland's School of Aeronautics will continue as a training school for U. S. Army flying cadets until June 1942, under renewal of contract with Albert I. Lodwick, co-owner. The school also has a contract for the training of cadets in the RAF and two classes of British students are there at this time.

Must Elect Worthy Men

Miami can trust her future to her citizenship only when that citizenship goes to the polls and elects worthy men to take the helm of government.—*Miami Herald*.

Press Backs Holland on Stand...

I MUST be sure that the losses sustained will be adequately offset by contributions effectively made to National defense before I issue an executive order so vitally affecting the economic life of our people and our State."

With that statement in a letter to President Roosevelt Governor Spessard L. Holland last month declined to put daylight savings time into effect in Florida. The president had requested the time change in eight southeastern States as a National defense measure.

Refusal of the governor to make the change appears to have met with the approval of a large portion of the Florida press which may be considered a mirror of public opinion. "Good Sense, Governor," says the *Tampa Tribune* in the caption of its editorial, commending Holland for his action. "We are convinced his reasons for turning down the request are based on solid ground and commend him for declining to put Florida on daylight time," says the *Tribune*. "Washington now should realize that only confusion and loss, rather than a contribution to National defense, would result under any such change."

In a similar vein the governor is commended by the *Orlando Morning Sentinel* under the caption "Florida Doesn't Need It." "If daylight saving will help some States cut down their use of electric current," says the *Sentinel*, "that is their way out, but Florida so far does not need to tinker with the clock to accumulate an electric surplus."

Other newspapers of the State were emphatic in their support of the governor in his stand against a change of time.

In his letter to President Roosevelt Governor Holland stated daylight saving time "would involve substantial losses to public and private power establishments, to transportation companies and to certain industries."

Declaring that "doubtless these same losses occur elsewhere" and that the people of Florida "will gladly sustain these losses as a part of their contribution to the National defense," Governor Holland asserted his feeling of uncertainty as to the benefit to National defense of the order in this State.

"Your request is based upon the fact that the nation is faced with a serious power shortage which is impeding the National defense program," the governor wrote, "and that such shortage is acute in the southeastern portion of the country.

"You refer, of course, to the shortage of water power in the southeast due to drouth. You state the hope, in which I join you, that emergency transmission connections will shortly make it possible to deliver any excess power from one region to another.

"I have made a quick but comprehensive survey of electric power production and consumption in Florida and the following facts are, it seems to me, established:

"1. The only part of our State which depends upon hydroelectric power is in extreme West Florida, where power is brought in from the so-called Alabama-Georgia pool. In this part of the State daylight saving time is

already in effect, and nothing would be accomplished there by the issuance of a State-wide order.

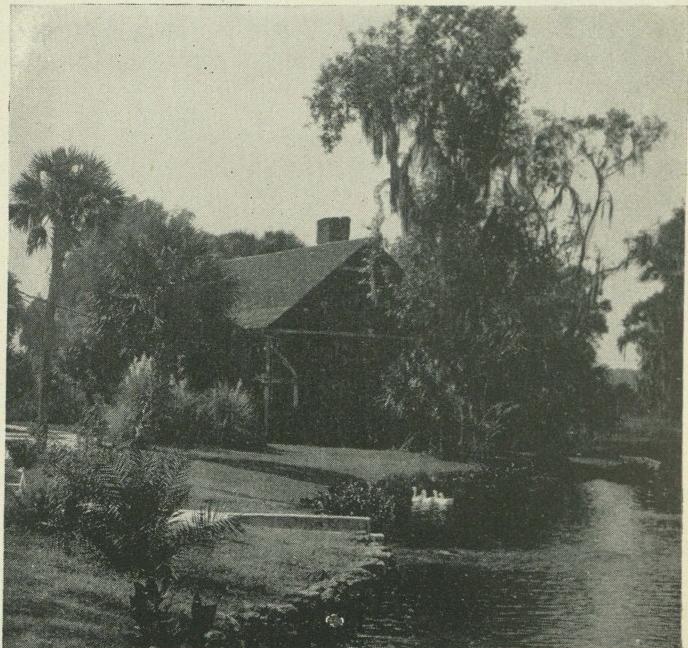
"2. The remainder of the State depends upon public or private power plants where some generating power other than water power is used, generally steam. These power plants are built to make available the peak loads which are consumed during the winter season in January, February and March, and much less than peak loads are now being produced at all of our plants.

"3. Only one transmission line from the north, central or peninsular part of the State allows of the transmission of our excess power from Florida to the rest of the southeast, and our plants have been furnishing a capacity load on that line to defense projects elsewhere in the southeast until 10 days ago, when, due to rainfall, our plants were advised that their power was no longer needed. Even when sending out a capacity load on this single out-of-state transmission line our plants were producing much under their capacity.

"4. The establishment of daylight saving time throughout Florida would involve substantial losses to public and private power establishments, to transportation companies, and to certain industries, such as theaters and motion pictures. It will likewise curtail State and local revenues from electrical power consumed and Federal tax revenues from several sources.

"We want to do, and will be proud to do, our full part in defending the nation, but I feel that I should be sure that the sacrifices made and losses sustained by Florida people under any executive order which I may issue will result in real advantages to the defense program."

Only Florida and Georgia, of the eight States of which the request was made, have declined to go on daylight saving time.



Old Spanish water wheel at DeLeon Springs near DeLand. A favorite spot for cool bathing in Summer.

PART TWO

THE estimated 100 followers of Sam Jones, who remained secreted in the 'Glades at the time of the emigration of Billy Bowlegs, had increased to more than 200 by 1888. They lived in 22 camps, divided into five distinct towns. Today they number more than 600.

In the early days many of the tribe lived in log huts. In the 'Glades, however, less trouble was taken. Four posts supporting a framework roof thatched with cabbage palmetto leaves, went into the construction of a hut. All they needed inside this shelter, called a "chickee," (Mikasuki Seminole word for "house") was a length of cheesecloth draped around the raised sleeping platform to keep out mosquitoes and sandflies.

Near the woods where the shelters were erected, were clearings where they raised corn, sweet potatoes, melons, pumpkins, bananas, oranges,

sible to collect the Indians and put them on a reservation, except by military force. Many also believed that the Indians in Florida would ultimately disappear as a race, from natural causes, and that no outside aid could shield or protect them.

At a conference in Washington it was decided to close the Hendry County reservation and use the money to care for sick and indigent Indians. A camp was opened at Dania but instead of becoming a refuge for the poor and ill, it developed into a home for a small group of East Coast Indians who had been displaced from their haunts by the boom.

Park May Answer Problem

Seminoles have always been hunters, and have done a little farming as well. If the proposed Everglades National Park were extended to include that portion of the Big Cypress where most of their camps are located, it is expected that the Monroe County Reservation which the Na-

poison disappeared, leaving no ill effect.

Green Corn Dance

The Seminole Green Corn Dance is similar to a combination of Christmas, Thanksgiving, and Fourth of July. Four days are given over to dancing, feasting, fasting, purification and the punishment of offenders. Fires are built around a tall pole of light, and for hours the Indians dance monotonously around the pole and the fires. Their only music during the dance is the rattle of gourds containing seeds, and shrill voices raised in a two-toned chant. The women wear tiny turtle shells strung around their ankles that add to the din. In recent years tin cans have replaced the turtle shells.

A few years ago, the Indians were persuaded to give part of the dance for tourists at Fort Myers. After an hour or so of interminable, unvaried weaving, accompanied by the unbearable sameness of the chant, the tourists left. The Indians, naturally



and some sugarcane. They had cattle, hogs and a few ponies.

Early in the 1890's the Government responded to the efforts of the Women's National Indian Association, bought 80 acres at Immokalee for the Indians, and appointed Dr. J. E. Brecht Seminole Agent.

Indians Not Pleased

The reservation was fitted out by the Government with a sawmill, farming implements, mules, oxen, carts, and facilities for instruction. The venture, however, failed. The Indians came out of curiosity, but when that was satisfied they returned to their permanent camps 20 to 40 miles away. In their stiff pride, they would not take so much as a board, or a handful of nails from the warehouse.

The 80 acres were eventually sold. Later, 17,000 acres were acquired in Hendry County in a further attempt, but this enterprise also failed. Wearily, those interested in Indian affairs concluded that it would be impos-

By the
Florida Writers' Project, W.P.A.
Community Service Programs

tional Park Service wishes to include in the Park, will be exchanged for an equal acreage in Collier County north of the Tamiami Trail. This then would be kept for the exclusive use of the Indians.

As it is, dependence solely on game is a poor gamble for anyone in the precarious economic position of the Seminole today. They hire out as guides, do a little farming, and hunt and fish the year round, selling to tourists trinkets of alligator hide and snakeskin.

Instead of sitting for hours to fish, the Indians once had a trick of stupefying the fish with soapberry leaves. The leaves, crushed and dropped into the water, diffused a poison that brought the helpless fish to the surface where they were easily caught. In a short time the effects of the

indignant, cut the dance short and refused to give it again before white visitors.

After the dancing and feasting, condemned prisoners are tried before a circle of old warriors.

Convicts from our own prisons have described sweatboxes they have been in, but these might easily seem child's play to the Indian who has had a taste of the ones constructed by his tribe. At the bottom of a hole eight feet long and the width of the body, great rocks at white heat are placed. Over the rocks go green boughs and palmettoes to form a highly porous mat. The prisoner is dumped on top of the mat, a cover placed over the hole, and he is left to sweat until unconscious. Then he is taken out and revived. The length of time of punishment is set by the old warriors. If they decide that the prisoner has not been punished enough, he is put back again.

Still more savage than the improvised sweatbox, is the punishment of needles. Through a board the size

of a large paddle, strong sewing needles are driven until they protrude on the opposite side. The entire paddle, except the handle, is lined in this manner and is used to rake the guilty person over the chest, back, arms, legs, hands and feet. The force with which the punishment is administered draws blood and leaves ridges that last a lifetime. In ancient times claws of animals were used.

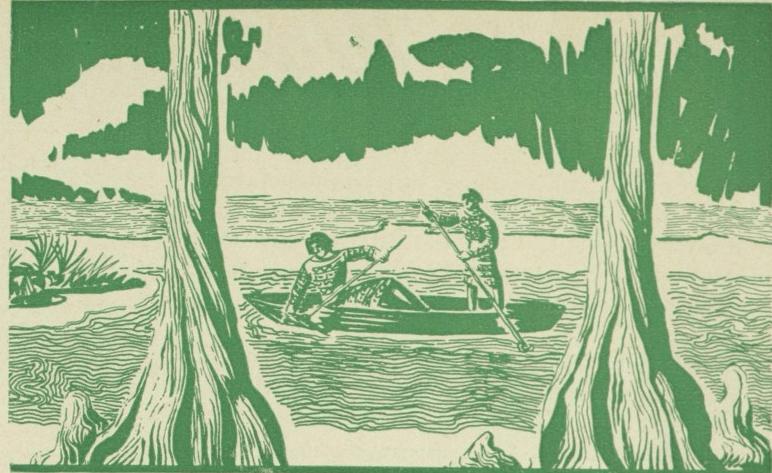
The board has other uses besides that of punishment. When a child is initiated into the tribe, his strength and endurance is tested. Forbidden to cry, he is scratched on the hands or feet. The medicine men also resort to the needle board to bleed the sick. This is usually when the patent medicine, that the Indian dearly loves, has failed to produce the desired result.

Fire-hunting by the Seminole is now forbidden by law. In the still of the night, on narrow waterways, they formerly stole along silently. A fire built in the prow of a dugout would reflect largely in the eyes of an animal on the banks or in the water, making a perfect target. The only fire-hunting allowed the Florida Indian today, is flounder spearing. The same principle is involved, as the fire reflects into the water, and the fish, plainly visible, are easy prey for the poised spear.

Although Federal law forbids the killing of "plume birds," poachers still hunt them. The plumes are taken at nesting time. This invariably causes the death of the young birds. But the illegal \$12 that the poachers receive for a plume, is often too great a temptation.

Much skill and years of experience are needed to capture the prized egret and the "long white." The latter, believed by some to be the lost Bird of Paradise, is hard to distinguish from the common heron while feeding. The trick used is to clap the hands loudly in order to scare up the birds. The "long whites" will immediately go into a series of somersaults. Eighteen-inch plumes, disturbed by their frightened acrobatics, fluff out, resulting in a dead give-away and a dead bird. When the bird is shot down, the entire back is skinned off. This is because the longest plumes grow above the tail.

Plume birds do not make good eating, but the flesh of the great grey holler, a sand crane, is considered a delicacy. The holler, larger than a turkey, a powerful and hard fighter, builds its nest in the willows growing in the center of ponds filled with scum and water grasses, surrounded by sawgrass and flags. The



willows often support hundreds of these nests, which are flat-topped.

To preserve various species of rare birds, a number of the Florida Keys have been set aside as bird sanctuaries. These have been included in the proposed Everglades National Park, which started with Royal Palm State Park, as a nucleus, and now includes most of the extreme southern part of the State.

Authorized by Congress in 1934, it contains 1,300,000 acres of the only tropical area within the Continental United States. Here will be preserved in primitive wildness, the birds, weird ferns, tropical flowers and unusual shrubs, and perhaps the last large habitat of wild animals in Florida.

The sea-cow, or manatee, a fast disappearing mammal of Florida coastal waters, lives and rears her young in the protection of the park. Bear and deer roam unmolested save by panthers and wildcats. Crocodiles and the largest alligators are found here. The Royal Palm, depleted by landscape gardeners, grows undisturbed. The orchids, the poinsettias, and the ferns, some 20 feet high, some less than a quarter-inch wide and 12 feet long, are being preserved. The black mangrove and the white mangrove, their roots catching and holding trash, leaves, and debris of all kinds, continue their work as natural land builders. Here, too, grow the pull-and-haul-back vines, covered with spines curving inward and outward to catch the uninitiated, so that he can go neither forward nor back.

The park will keep this natural life intact, to form a complete picture of the Everglades with all its danger and beauty, after the rest of it has been reclaimed from the wilderness.

Muck fires have always been a danger in the Everglades. To date, 500,000 acres of land have been de-

stroyed by such fires. Starting from a grass fire, the dry muck catches and burns for weeks, eating beneath the earth in a smouldering fire difficult to see or reach.

A thick pall of smoke hangs in the air but it is dangerous and frequently impossible to locate the direct bed of fire. What appears to be a safe surface, may suddenly collapse and the seeker drops into a pit of fiery ash. Few care to explore the burning regions because of the danger.

It is possible to locate and fight the fire at night when, against the darkness, the underground fire becomes a dim red glow issuing from crevices of the earth. In the early morning the direct bed may also be located, for heavy dew draws the smoke. But if the fire has gone beyond control, only heavy rains will extinguish it.

Fire destroys land more thoroughly than most forms of soil erosion. After the flames have eaten away the precious organic matter in the top-soil the land remains useless for years. Known by its rust color and robbed of fertility, it can be used for nothing.

In this account there have been no lists of ferns or flowers, no charted routes; the trees are left scattered, some named, some not; the rivers, the canals, the waterways move slowly where they will. All that has been attempted is to give the reader a bird's-eye view of America's greatest swampland.

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May Raise War-Banned Crops...

FLORIDA production of a number of crops which have been imported to this country from territories now cut off from international trade by the war is a probability if explorations of the Florida experimental station at Gainesville show that such production is possible and profitable.

France, Greece, Holland, Denmark, Czechoslovakia, Hungary and other European countries have always supplied the United States with many of the commodities which reach the American table in various forms.

Spinach seed from Holland and Denmark may be produced in Florida. In an effort to prove it, one Jefferson County seedman has planted 100 acres of spinach for seed and is receiving the cooperation of the experiment station. French teasel, burrs from which are used by American mills for combing wool, now only produced in this country in Oregon and New York, may be grown on Florida soil.

French endives and the smaller variety of tomatoes used in the manufacture of tomato paste, much of which came from Italy, can be produced here. Psyllium, also formerly coming from France and used for medicinal purposes, is being tried out near West Palm Beach. Paprika, imported from Czechoslovakia and Hungary, has been produced at the station and can be raised commercially in Florida. Seed of mustard and turnip, formerly brought in from Japan, can be grown in Florida.

Station horticulturists declare that large scale plantings of these crops should not be made until the planter finds that the soil is suitable. They are, however, worthy of trial plantings and may prove commercially profitable.

Plans for the complete mobilization of agriculture in Florida are underway under direction of the agricultural advisory committee of the State defense council. Subcommittees are being set up by Dr. Wilmon Newell, provost of agriculture at the University of Florida and chairman of the committee. William L. Wilson, director of State farmers' markets, also has underway a system of cooperation through which the farmers can deal directly with the purchasing officials of the Army and Navy.

Floridians Win Trophy

Future infantry officers of the University of Florida ROTC won the senior unit proficiency trophy at the summer training camp at Clemson last month. The winning percentage was 89.22 out of a possible 100, with awards based on marksmanship, athletics, displayed ability, personal qualities and general proficiency.

Ballinger Named Assistant

Kenneth Ballinger, former Miami newspaperman and World War veteran, has been named by Attorney General Watson as a special assistant assigned to work with the State Defense Council.

Better Farm Diet New War Move

Production of more foods in which the diets of Southern rural homes have been lacking and proper use of these foods for health and strength will be the contribution of the Fifth Region (Florida, Alabama, Georgia and South Carolina) of the Farm Security Administration to the National defense effort.

Four hundred thousand persons in 80,000 low-income farm families will be affected by the program which will bring a larger production of eggs, milk, pork and vegetables.

Home gardens, planned to include nourishing and protective foods, will be pressed. Approximately 150 tons of garden seed, packaged to include a balanced garden for each family, have been bought cooperatively for use by FSA farmers. In Georgia the purchase was made on a State basis, with great saving to each family; in the other three States, largely on county basis.

The FSA "better diet" program will be pressed generally on three points: (1) Training personnel to spread the gospel of needs and practical remedies; (2) discussions before group meetings of low-income farmers; (3) cooperation with other agencies in the government's plan to organize the Nation down to counties and even communities to work for defense through better nutrition.

Top \$100,000,000 For Year

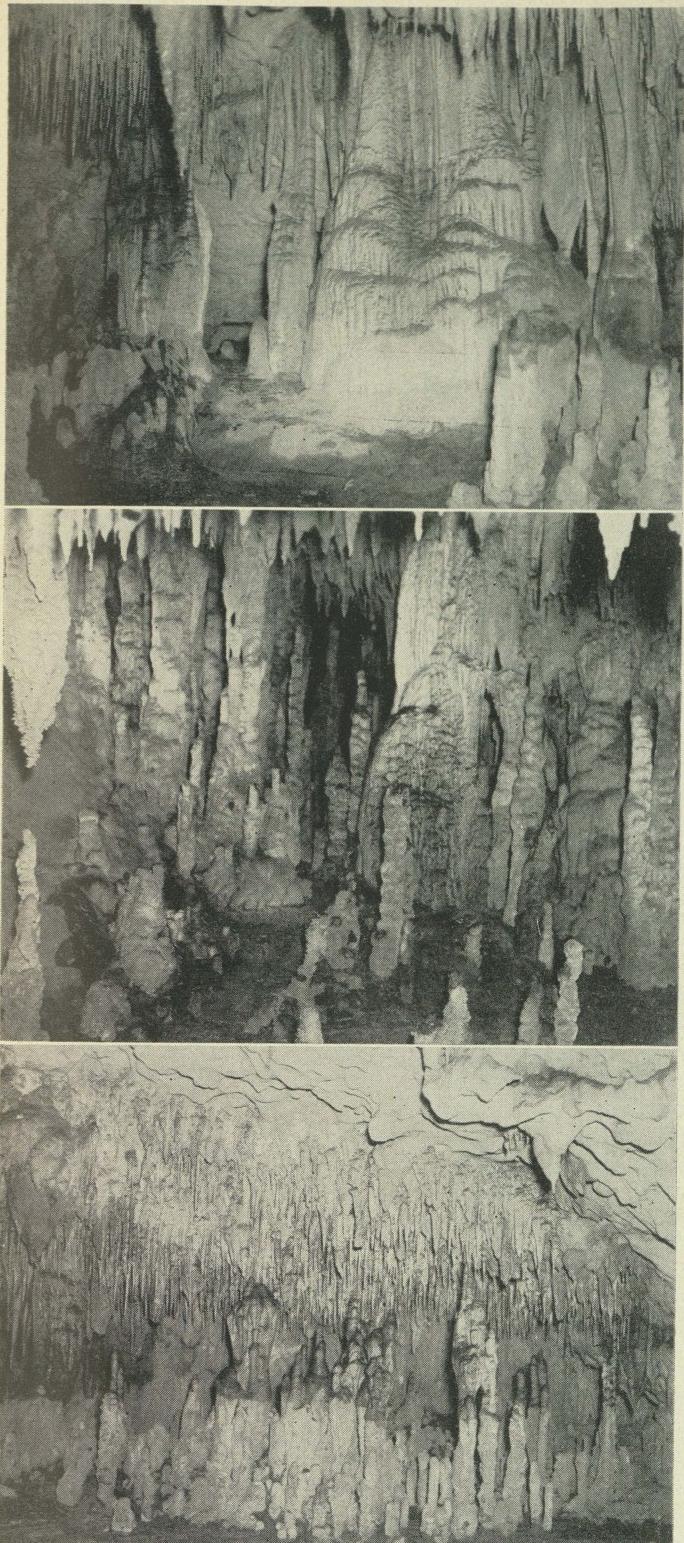
One hundred million dollars was topped by the amount handled by the State treasurer's office in the fiscal year ending June 30, according to announcement of Treasurer Ed Larson. Receipts in the various funds handled totaled \$106,031,216, compared to \$95,200,788 in the previous year. Federal money apportioned to Florida, public welfare funds and trust accounts are included. Balance of all accounts on June 30 was \$14,385,088, mostly earmarked.

Increase National Forests

National forest reservations in Florida will be increased in size by purchases authorized by Congress last month. The additions to Florida forests include Apalachicola, 160 acres at a cost of \$480; Ocala, 738 acres, cost \$2,163; Osceola, 20 acres, cost \$185, and Choctawhatchee, 43 acres, cost \$1,763.

Taxpayers of Florida Save On 1941 Session

Florida's 1941 session of legislature cost taxpayers \$114,339.96 less than the 1939 session, reports State Treasurer Ed Larson. The 1941 session cost \$342,018.48 while the 1939 session cost \$456,358.44. Both sessions were for 60 days.



Flow stone formations in Florida Caverns State Park, Marianna. Only caverns of size in State.

New Park Booklet

Florida Forest and Park Service has just issued a new booklet giving information on five State parks which are now in year-around operation. Two other parks, soon ready for opening — Torreya, near Bristol, and Caverns, near Marianna—are described.

This booklet may be obtained by writing the Florida Forest and Park Service, Tallahassee.

Free Parking

(Continued from page 16) Richard Lieber: "Highlands Hammock is one of the three outstanding parks of the United States." We feel safe to predict that the majority of the people in Florida will be pleasantly surprised to discover the unusual character of natural beauty found in our parks. Our big problem is to convince the people that it is worthwhile to get out of an automobile long enough to see the parks from the ground.

Some people have the wrong conception of a State park. It is certainly not a series of highly developed play areas nor beautifully designed flower beds. In fact, it is just the reverse of this. Every effort has been made to preserve the natural beauty of the area and the development has been done so subtly that it is difficult to realize that the engineer and landscape architect have been on the job. Enough modern conveniences have been installed to insure the health, comfort and enjoyment of the park by the public, but these improvements have been designed to blend with the natural landscape and remain as inconspicuous as possible.

Other people think of State parks as a money-making proposition for the State. This is not the case because to adequately serve the public it has been proven over a long period of years in other States that State parks are never self-sustaining. Therefore, the State parks in Florida have not been designed to make money; they have been designed to give something to the people of Florida that money cannot buy. Unless our natural resources are preserved and perpetuated by some public agency, making it possible for the general public to reach these areas and enjoy relaxation and recreation at their leisure, it will be impossible for money to buy these things.

We heard of one man from Iowa who made a tour of the State, and after he had gone all the way down the West Coast across the Everglades to Miami and back to Georgia he discovered that he had missed the rich muck lands around Lake Okeechobee. When he was told of this he turned around and went all the way back and spent at least a week longer in the State, but when he got home he wrote his friend in Florida and told him that he felt that the trip was worthwhile and that he would be back to Florida again. We know of and have heard of numerous instances of this kind, and it leads us to believe that State parks might be one of the best ways to induce the traveler to remain in the State a day or a week longer, and possibly to return here to establish his permanent home. On this basis it is possible that the added revenue brought into the State in the terms of money spent for gasoline tax, food, clothing and service in the long run much more than pay for the cost of the State parks.

Surveys have shown that the average tourist traveling by automobile spends approximately \$7.00 a day. If some way we can keep an average of 10,000 of these tourists in the State an extra day or a week one can readily see the potential value of the State parks. There are many other ways in which one might try to justify the State parks on a cash return basis. Statements along this line have been made by various agencies and there is no need for us to repeat them here.

AIR CONDITIONED

(Continued from page 12)

sitions, by radio to millions of listeners, but there are many other things to be taken into consideration. Prospective visitors want to know not only what Florida has in the way of all-the-year-around climate, but how to avail themselves of the opportunity to enjoy it.

They want to know what there is to see in Florida, how to get to the State, how to get about the State, what accommodations in the way of hotels, apartment and rooming houses they may find, what there may be in the way of entertainment and recreation—fishing, hunting, golf and other recreational games—as well as opportunities for the recuperative rest many of them expect to find when they come to enjoy the climate.

Florida lies within from a very few hours to 36 hours of 80 percent of the total population of the United States, by luxurious trains over well-constructed, well-ballasted railways, by the very latest in the way of airplanes, by palatial steamships plying the Atlantic Ocean and the Gulf of Mexico, and by automobile over a network of splendid highways which continue the entire length and breadth of the State after its borders have been reached. Adequate transportation is one of the reasons why there are so many visitors in the State both in winter and in summer.

Another reason may be found in the fact that Florida is well-supplied with accommodations in the way of hotels and apartment houses, conducted by men and women who assiduously strive to make their guests comfortable, at prices which, when the comforts furnished are taken into consideration, are very reasonable.

In this connection it should be borne in mind that one may live in Florida just as luxuriously and expensively as in any other section of the country, or just as cheaply. In other words, there may be found in the State accommodations to fit every purse. For many years there prevailed an idea that only the very rich could afford to spend a vacation in Florida. Happily that idea has long since been dispelled. Now we find among both winter and summer visitors men and women from almost every walk in life and all of them enjoying the State's incomparable climate, its tropical verdure, its sports and pastimes, its nearly 10,000 miles of good highways over which to travel from

place of interest to place of interest.

That Florida is in position to care for the millions who visit the State each year is attested by the fact that, according to the files in the office of Hotel Commissioner Hunter G. Johnson, there are 1,734 hotels 7,456 apartment houses and 11,635 rooming houses licensed by the State to cater to the public. These have a combined capacity of 352,291 rooms—ample to accommodate the 2,600,000 visitors checked during the season of 1940-41, just closed. Until a few years ago, the great majority of these hotels, apartment houses and rooming houses were open only during the winter season—from December 1 'til May 1, following. There was almost no summer business, except at the beaches at Mayport, Jacksonville Beach and Daytona Beach, and a few of the resorts along the Gulf coast from Clearwater to Fort Myers. These catered to a trickle of visitors from interior sections of the State and from southern Georgia.

It is different now. The delights of not only Florida beaches on both coasts but of such interior points as Ocala with its Silver Springs and Juniper Springs not far away, DeLand with DeLeon Springs as one of its suburbs, the Lake County communities like Leesburg, Mount Dora, Eustis and Tavares with their wonderful fishing grounds, Winter Haven with its beautiful Cypress Gardens, Orlando with its Mead Gardens, Lakeland with its wonder-

ful Civic Center, Bartow with its Wonder House and its magnificent oak-lined streets. There are many others with attractions all their own—bringing summer visitors by the tens of thousands and adding to the rapidly increasing fame of the State as a warm weather pleasure ground.

It has been found that summer visitors are not so prone to settle down in one locality as are winter resorters. This may be due to many reasons, among them the fact that those who come in summer are, for the most part, younger and more inclined to want to see things and places than are their elders, giving them an ability to travel farther and faster over the splendid highways which are found in practically every section of the commonwealth, from north to south and from east to west.

A recent canvass of the summer resort situation made by the Florida State Hotel Commission, under the direction of Hotel Commissioner Johnson, shows that not only was there a great increase in the number of summer visitors last year over the year before at the beaches along both coasts but also in those communities of Central Florida catering to the tourist trade. These caterers to creature comfort are preparing for a greater increase this year judging from reservations already in hand. Many hotels and restaurants which in former years closed their doors at the end of the winter season, have announced their intention of remaining open this year and, as an incentive for increased business, are making very low summer rates.

Owing to the more or less migratory character of the average summer visitor, it is difficult to get an accurate count of the number spending their summer vacation in Florida. They, for the most part, are of the usual 2-week vacationist type and want to see all that can be seen in that time. So, they hit the highlights and travel fast over the good roads, for fear they miss something. Even Daytona Beach, which is the pioneer summer resort city in the Sunshine State, is not willing to quote an actual figure covering summer visitors. The secretary of the chamber of commerce is willing to say, however, that thousands have been entertained every summer for the past few years and that the number increases every year. In this he is backed up by the officials of the Daytona Beach hotel association.

One of the effects of this growth of popularity of the State as a summer pleasure ground has been

THE COVER

Sarasota's beautiful Lido, popular resort in both summer and winter, is pictured on the front of the August issue of *Florida Highways*. A flock of sea gulls comes near "stealing" the show.

The Lido is a half-million dollar municipal beach casino, its towers rising against the blue tropical skies and the Gulf of Mexico. Its walls are tapestry with glass brick and stone work of brilliant color. The structure and its complementing terraces and galleries cover more than six acres of ground. It has a regulation-size fresh water A.A.U. swimming pool for daily swims and National competition. There is a ballroom, two indoor dining terraces, the Sunset dining room, bathers' dining grill and attractive lounge.

Other attractions at Sarasota include the Ringling Brothers circus winter quarters, the Ringling Museum and the Myakka State Park which is 18 miles southeast.

FLORIDA'S HIGHWAY PATROL SCHOOL

(Continued from page 21)

Florida forges ahead by training more men for its road patrol, an organization of which every citizen of the Sunshine State can be justly proud.

* * *

Eighty-two men from the highway patrol training school were inducted into service the first of this month by Director J. J. Gilliam. They will be stationed: Eight in Hillsborough County, seven in Marion County, seven in Orange County, eight in Polk County, four in Pinellas County, five in Volusia County, nine in Dade County, four in Lee County, three in Manatee County, six in Palm Beach County, four in St. Lucie County, two in Sarasota County, three in Alachua County, six in Duval County, four in Escambia County, four in Leon County and two in St. Johns County.

Captains will be stationed as follows: Fitzhugh Lee, Lake City; H. C. Martin, Lakeland; Stuart Seneff, Miami; Lieutenants: J. Wallace Smith, Tallahassee; Reid Clifton, Chipley; A. C. Yonally, DeLand.

The drivers' examination school

to prompt not only those who cater to tourists—the hotels, apartment houses and the restaurants—but the citizens generally to exert themselves to make their communities attractive as well as to see that the highways leading into the streets in those communities are kept in the best possible shape and calculated to induce summer travelers to stop a while. Amusement enterprises, too, are maintained at a high standard as a further inducement to do more than take a dip in the surf and then drive on to another resort.

As to the money value of this reformation of Florida into an all-the-year-around State rather than merely a winter resort, no figures are available. But it is the consensus of opinion among those most interested, that it runs well into millions of dollars. That this is true is, in a measure, attested by the fact that each succeeding year sees an increased number of hard-headed business men, interested in hotels, apartment houses and restaurants as well as in amusement enterprises, not only striving to get their respective share of the patronage of summer visitors but spending good money advertising the fact that they are open the year around and ready and willing to furnish accommodations for all comers. And they are coming.

KNOW FLORIDA ANSWERS

1. Winter Park, site of Rollins College, established in 1885. Across the campus is the "Walk of Fame" made of stones from the birthplaces of some 400 celebrities.

2. Quincy, in Gadsden County, produces more than half of the world's supply of Fuller's earth. It is used as a cleansing agent and in oil refining.

3. The St. Petersburg Independent has, since 1910, given away its home edition every day that the sun does not shine. In the 30-year period the paper has been given away but 143 times.

4. Sebring, founded by George Sebring, was modeled after the mythical Greek city. It is the center of citrus fruit industries and recently was chosen as the site for a great government training camp.

5. Plant City is known as the "Winter strawberry capital of America." More than a million dollars worth of strawberries are sent from there to the northern markets each year.

6. The old Tampa Bay hotel, which cost \$3,500,000 and said to be the finest example of Moorish architecture in the United States, now houses the University of Tampa. De Soto is reported to have talked with Indians under a huge oak in the grounds.

7. The Devil's Millhopper is a phenomenal lime rock sink north of Gainesville.

8. Key West restaurants are famous for their turtle steaks. They also specialize in other seafoods—green turtle soup, crabs, lobsters.

9. The governor of Florida cannot succeed himself in office.

10. St. Augustine, advertised as the oldest city in America, was the terminus of the first transcontinental highway. U. S. 90, known as the Old Spanish Trail, runs substantially on the same route across the State.

was opened in Lakeland August 3 and will include 25 patrolmen. They will conduct examinations in various parts of the State after they have finished their course.

State and defense officials were to have a meeting in Tampa this month to discuss ways and means of outfitting the patrol and other law enforcement agencies with a State-wide radio service for the apprehension of criminals and the enforcement of the law. Federal financial assistance will be asked, as the system will be available to army and navy in the event of emergency.

FEMININE FLYERS PROPOSE ORGANIZATION

Florida's most prominent contribution to national aviation and America's most famous aviatrix, Jacqueline Cochran, is proposing that the feminine fliers of this country be organized into a government-sponsored unit which may have its part in the National Defense program. Miss Cochran, now the wife of Floyd B. Odlum, New York financier, formerly lived in Pensacola where she received her first experience in cosmetics of which she has become a prominent and successful manufacturer.

Pointing to the organizations which have been formed by European women, Miss Cochran asserts that the government can avail itself of the services of women fliers in an auxiliary unit which can find a place in the country's efforts toward defense in the event of war.

Amy Johnson, trans-Atlantic flier, ferried planes from factories to fighting bases in England before she gave her life in a crash into the Thames river, says Miss Cochran. Hannah Reitsch, German glider expert, has trained hundreds for the German air force. Russian women were among flier combatants in the invasion of Finland.

"I do not believe that American girls feel themselves qualified for the direct fighting which is attributed to the Russian women," said Miss Cochran recently, "but I believe that most of the substantially more than 2,000 women who hold flying licenses can find a place as auxiliaries to men who exclusively should be reserved for the bombers and pursuit ships and other fighting craft. Accordingly, many women whom I know in American aviation are asking insistently that the government take practical cognizance of female capabilities in the semimilitary arm of aviation.

"Women's capabilities are not confined to teaching alone. They have demonstrated they can fly many types of equipment, widely varying as to size, load, speed and horsepower. More than a few of us have flown big, ponderous 'jobs' as well as fast, tricky pursuit types, and in the service of the government we could readily qualify to ferry bombers, fighting planes, supply, ambulance and courier ships."

Gandy bridge between Tampa and St. Petersburg will permit trucks carrying MacDill Field men to the beaches free passage.



Here is the Miami Jockey Club's Hialeah Park flamingo flock in the nesting season now in progress. The flock, totaling about 400 birds, is one of the major attractions of Florida, more than a thousand persons per day visiting the park, even in the summer season. The birds build their nests of mud, sticks and stone, laying but one egg to the nest. The bright pink coloring of the birds is maintained by a careful diet, as it has been the experience generally that they lose their color in captivity.

The birds are kept in surroundings as nearly as possible approximating those of their native habitat of Cuba, Argentina and Chile, from which countries they were imported. The success Hialeah Park has enjoyed in the breeding of these birds is attracting the attention of ornithologists throughout the world. It is considered a phenomenon that after eight or nine years, and for the first time in history, these birds at Hialeah should begin to build their nests and raise their young away from their native habitat.

FLORIDA FLAMINGO

(Continued from page 9)

see them there that I stopped the car and walked back to get a closer view. Two of them seemed wilder than the other 12 and would not let us approach so closely, but 12 of them let us get within 20 feet. I went back to the car and got some bread from my lunch box and threw it to them. They took it in their bills, squirted water through it for a little while, then ate it. They seemed to be very tired and hungry and I have always supposed that they were blown here by the storm, as they soon after disappeared."

The same month, G. W. Romer, a Miami photographer, was in the Everglades southwest of Miami to get photographs of birds. A severe windstorm the previous night had driven much of the wild life to high land. While Romer was waiting concealed in a blind, a flock of 16 flamingos appeared wading and feeding in the shallow waters of a nearby canal. Delighted over this rare good fortune, Mr. Romer made a remarkable photograph. At the click of the camera shutter the birds made hurried and noisy exit from the scene. Sounding their *huh huh huh*, the sec-

ond sound strongly accented, they flew away in triangular formation. It was thought that this was the same flock of birds seen a few days before by Mr. Sirman, and, as they are now believed to be entirely extinct on the North American continent, except in captivity, they were probably migratory visitors from Cuba and the Bahamas.

There are a few flamingos in parks and private estates throughout Florida. The largest collection is at Hialeah Park in Miami where a flock of 310 is a never-ending attraction to visitors.

Flamingos do not usually mate in captivity, but in 1936, at Hialeah, several pairs of birds proved exceptions. Slipping away from their fellows, they built crude nests in the back stretch of the big infield at the race track. Social life interfered with domesticity, however, and off they went, neglecting unaccustomed parental duty, and none of the eggs hatched.

The next year one persistent bird decided to try again and laid two eggs. This time although they were carefully watched, an inquisitive dog discovered the bird sitting on her nest. He barked loudly and the frightened flamingo fled.

The eggs were taken into the barn at the track, and placed in a hen's nest, and a motherly Rhode Island Red took over. Patiently she sat. The usual 21 days passed and nothing happened. Puzzled, her maternal instinct kept her on the nest another week. At last she was rewarded. One gawky little flamingo broke its shell and stood on wobbly legs regarding its foster-mother uncertainly. The hen was as much surprised as the flamingo but was soon clucking proudly over her strange "chick."

In a useless effort to protect the other egg (which had not hatched) the fledgling, with the imposing name, "The First Known Flamingo To Be Born in Captivity in North America," was removed to a private pen.

Carefully fed on clam broth and egg yolk from a medicine dropper, the bird learned to flap its wings when hungry. But two weeks later, despite careful attention, the little orphan died.

Apparently, the flamingo colony definitely accepted its captive state in the latter part of 1939, for numerous pairs of birds built nests and began normal reproduction. In the spring of 1940 more than sixty newly born fledglings were strutting about the

Hialeah enclosure, and there was every indication that the Florida flamingo had made a successful "come-back."

Students of wild life are hoping that with the establishment of the proposed Everglades National Park these gorgeous tropical birds will again find a natural Florida habitat protected against plume gatherers and hunters.

*They pass and disappear, where the darkening palms indent
The horizon underneath some high and tawny star.
Lost in the sunset gulf of glowing cinnabar,
Where sinks the painted moon of orpiment.*

C. A. SMITH in *Asia Magazine*,
November 1919.

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Drawings by WPA Florida Art Project.

ONCE ROAMED

(Continued from page 13)

passing was by no means cataclysmic but compared with events of written history was very slow. The rise and fall of nations and the passing of races during historic times has in many instances been much more spectacular in point of time.

Two of the best known groups of these now dead inhabitants of Florida were the two members of the *Proboscidea* or Elephant family. One of these was a true elephant very like the modern Indian elephant but much larger. It is believed that some may have attained a height of 15 feet. The other group were more massive, stockier animals, with huge tree-like, curved tusks and with

shorter, less high crowned heads than the elephants. These were the Mastodons.

The Mastodon is one of the best known of the fossil mammals of the ice age. They were undoubtedly common throughout most of eastern North America. Odd bones and even complete skeletons have been found in almost every eastern State. The early pioneers in Kentucky and Ohio tell of the finding of bones of huge size near the salt licks. These were undoubtedly Mastodon or elephant bones—more likely Mastodon.

Apparently the first recorded discovery of Mastodon bones was in a letter written by Cotton Mather in 1705. This tells of the finding of a thigh bone and two teeth. According to the account of the venerable Mather the thigh bone measured 17 feet in length which serves to prove that even the most reliable are subject to gross exaggeration when reporting the size of fossil discoveries. From that time on there are numerous accounts in the literature of the discovery of Mastodon bones. The most famous of the early Mastodon discoveries is the nearly complete skeleton described by John C. Warren in 1852. This skeleton was found in a peat bog in Orange County, New York. It was in a remarkable state of preservation and practically a complete animal was recovered. The skeleton was moved from place to place and finally came into the possession of the American Museum of Natural History where it may now be seen.

Florida is particularly rich in Mastodon remains. Odd bones are frequently discovered and had scientific workers been at hand, numerous complete skeletons could have been recovered when the bones were first found. Unskilled persons have, however, done the excavating and the smaller and more fragile bones were lost and those that were recovered soon crumbled to pieces because of improper care.

The Geological Survey has been

fortunate in obtaining cooperation from many individuals, however, and now has many odd bones and teeth and three nearly complete skeletons. The first obtained was the well known Wakulla Mastodon. This is by far the most complete of the three. The second skeleton was obtained through the courtesy of H. James Gut of Sanford. The bones were from the Wekiva River near Sanford. All the bones have not yet been recovered, but it is hoped that work may some day be resumed and all the material cared for. The third skeleton was taken in the summer of 1940 from the Itchatucknee River just below the springs. The Loncala Phosphate company, owners of the land from which the bones were removed, were very cooperative and appreciation is due them for their recovery, also to Mr. Montague Tallant of Manatee, who located the bones and notified the Geological Survey of his discovery. An exceptionally fine head and set of tusks were removed. The remainder of the bones were in good state of preservation but one hind leg was never found.

It has been known since about 1895 that Mastodon remains occur in Wakulla Springs. About that year Mr. John L. Thomas found several large bones in the spring and brought them to Tallahassee. These were displayed in the Walker library then located on the second floor of the old telephone building. When the Walker library was moved to its present location in 1903 these bones came into the possession of the late T. B. Byrd who displayed them in his store window for some time and then placed them in storage. When the Florida Geological Survey was established, Mr. Byrd placed these bones in the Survey Museum and they are still in the possession of this department.

In the summer of 1930 Mr. George T. Christie, then the owner of Wakulla Springs, began to make improvements there. Knowing that Mastodon bones had previously been

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taken from the springs a close watch was maintained for further material.

On August 19, the workers were rewarded by the recovery of the large process of the second dorsal vertebra. On September 9, an exceptionally well-preserved right lower jaw was recovered and on September 11, a portion of one tusk. This first material was taken from some 20 to 26 feet of water by the use of rather crude rakes. With such excellent material coming to light, however, it was decided that more systematic and effective means would be resorted to.

The Florida Geological Survey co-operating with Mr. Christie helped to construct a large raft over the site. Large grappling tongs of a special character were constructed so that the bones could be picked from the bottom. These were used alone for some time very effectively. The crystal clear waters of the spring made this possible. The bones were imbedded in finely divided fresh-water marl, and this in time began to give trouble. It was then decided that a suction pump would be installed to remove the marl before attempting to remove the bones. It was found that by careful manipulation the marl could be removed without appreciably clouding the water and work progressed rapidly. Work was suspended at the spring in November 1930.

All the bones removed were taken to the laboratory of the Florida Geological Survey in the Martin building in Tallahassee where missing portions of the bones were restored and the skeleton partially mounted in the Museum there.

In December 1939 the Florida Geological Survey moved from the Martin building to the old lower dining hall at the Florida State College for Women. There, more space was available and the Wakulla skeleton was completed in the summer of 1940. The skeleton, as now on display, is the only complete mount in the southeast and one of the best in the United States.

JAX BANK EMPLOYEES TO TAKE CUT FOR DEFENSE

Employees of the Atlantic National Bank, Jacksonville, are among the first to authorize voluntary monthly payroll deductions for the purchase of United States defense saving bonds.

S. B. Hilyard, cashier, will furnish a copy of the Atlantic plan to any organization desiring it.

Many motorists think their one-half of the road is in the middle.

ACCIDENT REPORTS STILL PROPERTY OF PRESS

Accident reports still remain public property but statements made by persons involved in accidents in reports to the State Highway Patrol must remain confidential unless subpoenaed for court action, according to Hugh McArthur, Tampa, attorney for the State public safety department.

Five billion vehicle-miles were driven on roads and streets of Florida in 1940—a ten-fold increase over 1920 and 66 percent over 1930. It is predicted that the increase by 1950 will be 40 percent and by 1960 55 percent.

BREAKS RECORD FOR LOW INTEREST BONDS

West Virginia broke the record recently when a million dollars worth of State road bonds were sold at an average interest of 1.487 percent, according to *West Virginia Highways*.

For the last two years West Virginia has sold road bonds at two percent or less but the recent figure broke the record.

KEY GETS AIRPORT

Boca Chica Key, nine miles north of Key West, will become an army aviation base under tentative plans to spend \$305,000 for the development of an airport there.

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PHONES—19 AND 1211

TALLAHASSEE, FLA.

Loyal Taxpayers to Reap Benefit From New Tax Law

TWO billion, two hundred and fifty million dollars, or more, may be the 1942 assessment valuation of real and personal property, according to first reports of tax assessors which indicate a four-fold multiplication of 1940 valuations because of the recent law requiring full cash valuations. On a 25 percent basis, 1940 valuations of real and personal property in the State totaled \$524,389,103.

In insisting that assessors follow the new law, Governor Holland and Comptroller J. M. Lee declared that millages must be scaled down proportionately, including millages in special tax school districts.

"If assessments in a county or district go up from \$1,000,000 to \$4,000,000," Governor Holland said, "district millages should come down, for instance, from 10 to 2½, unless there is requirement, because of population increases, for more school money than was spent last year. There should be no increases in the per capita cost of school operations."

He said he had tentative reports of tremendous increases in personal property assessed valuations.

"There never has been any serious effort before to assess personal property," he added. In 1939, personal property tax valuations totaled \$54,000,000.

Firmer collection laws and procedure, Governor Holland said, already are reflected in increased activity in delinquent tax redemptions. These laws include publication of names and amounts of delinquent personal property taxes.

The whole tax revision program was intended, the governor said, "to help the loyal taxpayers who have carried the load by reducing their tax bill through spread to cover more property."

Green Cove Springs Sheriff Heads Florida Association

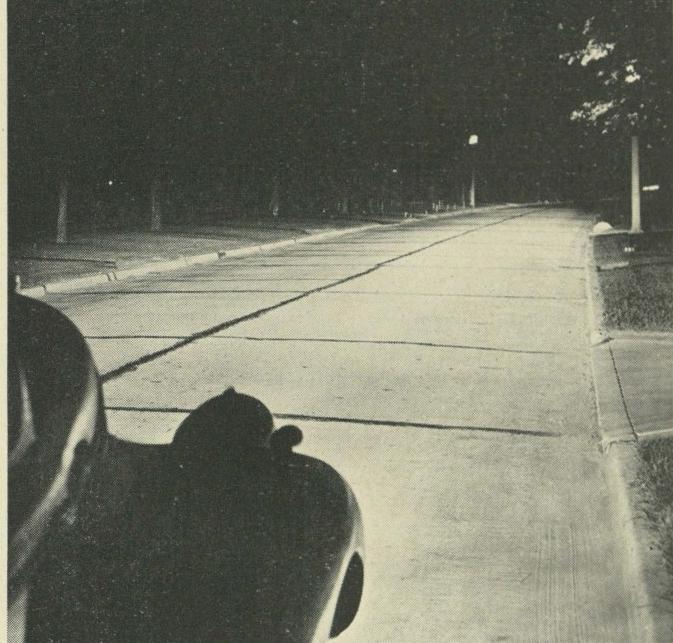
John P. Hall, Green Cove Springs, is the new president of the Florida Sheriff's association which will have its next session in Lakeland June 9, 1942. Other officers include E. E. Boyce, St. Augustine, first vice president; Joe T. Allen, Milton, second vice president; S. E. Stone, DeLand, secretary; Frank Stoutamire, Tallahassee, treasurer.

Directors of the association for the year are: Rex Sweat, Jacksonville, chairman; Gordon Moodhead, Ocala; Hugh Culbreath, Tampa; D. C. Coleman, Miami; Dewitt Sinclair, Bartow; Charles S. Dean, Inverness; John Scott, Panama City; John P. Hall and S. E. Stone. W. E. VanLoon is field secretary.

500,000-Year-Old Resident

Sarasota added to its interest recently with the discovery of additional bones of animals of the pleistocene period. J. E. Moore, a local paleontologist, said that the bones are at least 500,000 years old. Some of the bones were tentatively identified as those of manatees.

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Aged and Blind to Benefit From Hiked Race Tax Now

FLORIDA'S aged and blind will receive an immediate 10 percent increase in funds available for pensions under an arrangement perfected by Governor Holland and Clayton Codrington, State Welfare Commissioner, last month. Dependent children will have a 50 percent increase and the welfare board will resume registration of WPA employees laid off under the 18-months' continuous employment rule.

It was announced that the welfare board's regular annual appropriation of \$3,400,000 will be budgeted over a 10-months' period instead of 12 months. The final two months will be financed by revenue from the new tax on horse race betting. Increase in the beverage tax revenue also will be available.

Revenues from the new tax on wagering at horse race tracks will start with the December racing season. A supplementary budget for pensions will be made up in January providing for increased funds.

Governor Holland, who promised increased aid for the aged and dependent during his campaign and followed it up by recommending the increased race-track tax to the 1941 legislature, stated that unless war conditions interfere increased benefits can be expected from the new tax during the last five months of the fiscal year which began July 1.

In commenting on the resumption of certification of WPA workers taken from the rolls by the 18-months' employment rule, Governor Holland stated that he is requesting that WPA workers in nondefense areas be used in work which can be turned into the defense program.

"The sewing room projects, now being abandoned, could be used to supply sheets and other articles for army posts," Governor Holland said.

Public Hunting Grounds Idea Wins Commission's Approval

Governor Holland's campaign pledge for public hunting grounds for those who do not have private estates and are forbidden to hunt on posted lands has been endorsed by the game and fresh water fish commission. Endorsement follows an opinion by Attorney General Watson that the State may acquire lands for that purpose.

In presenting his case before the commission recently Governor Holland stated that improvement of livestock breeds and expansion of the cattle industry is cutting down available hunting and fishing grounds and that something must be done to preserve the poor man's right to hunt and fish.

"If we do not do something for him, we are going to lose the support of the average man in the conservation program," Governor Holland said.

Plans are under way for purchase of 64,000 acres of land in Charlotte County for one of the public hunting grounds. The Pitman-Robinson act of congress authorizes the Federal government to cooperate with the States in the acquisition and development of public hunting areas.

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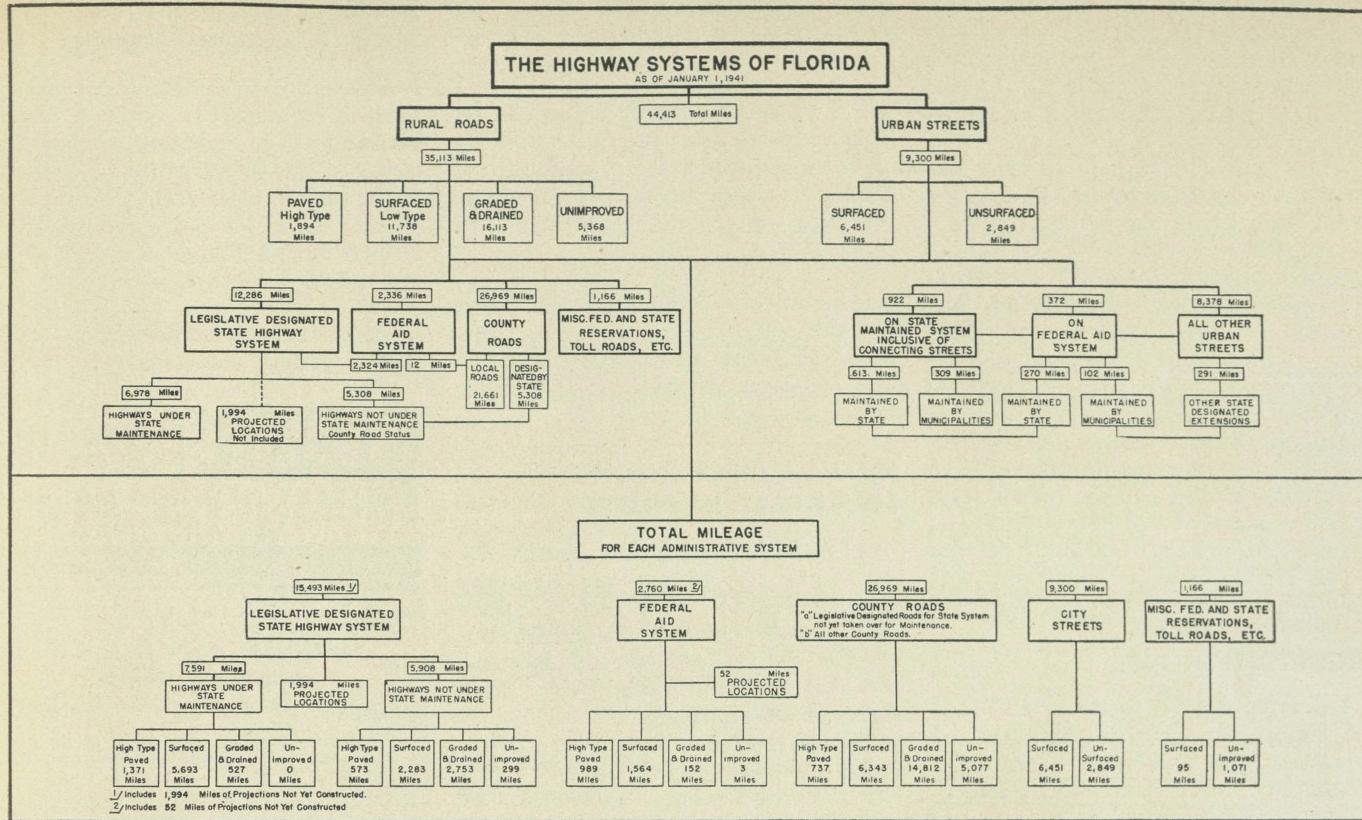


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IMPROVING HIGHWAYS

(Continued from page 25)

connecting with other States; second, main connecting roads which connect county seats with other cities, agricultural and industrial areas, and third, secondary roads which primarily serve rural residential areas.

It is well to point out here that most people overlook the fact that a highway in a particular county is of small value to that county unless it is connected by trunk lines through other counties and which connect with other main highways leading to other States. It is, therefore, to the benefit of heavily populated counties in which a large amount of gasoline taxes are collected, to contribute to the cost of roads through smaller counties whose gasoline tax is considerably less, but whose roads feed the counties first mentioned.

In selecting the standards for a road, it is necessary to consider the anticipated future traffic together with the seasonal and hourly peaks of the present traffic. If provisions are not made for future increases in traffic, the facility may soon become obsolete. The curvature and alignment of a

road is of vast importance. To facilitate present day automobile traffic in a proper manner, authorities agree that no grade should exceed 5 percent and that no curve should exceed 5 degrees on roads designed for a speed of 60 miles an hour.

When traffic volume exceeds an average daily count of more than 4,000 vehicles, periods of congestion occur sufficiently often to justify widening to four lanes. The cost of the modern divided four-lane highways often exceeds \$80,000 per mile, depending upon the location, type, and the cost of right-of-ways. At the present time, the State has 17 miles of four-lane roads. Most of these roads are near or in cities. Many more miles of this type are needed on heavily traveled routes.

Florida is a coastal State and requires a relatively large number of bridges. Like a weak link in a chain,

a weak bridge can render a section of road almost unserviceable. Safe movement of heavy trucks and military equipment requires substantial bridge construction. Many old bridges fall short of meeting these requirements. Of the 1,976 bridges on the State-maintained system, 1,046 are

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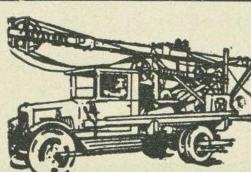
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timber structures with a load limit of less than 10 tons. In a short time many of these bridges would become critically unsafe if subjected to the strain of heavy commercial and military traffic.

The lack of adequate revenue has prevented the State Road Department from completing the needed road development and remedying the defects that have resulted from road depreciation, surface deteriorations and obsolescence. The legislature of 1941 enacted important legislation designed to overcome this deficit and it is a major contribution to the solution of this problem. However, the collection of these increased appropriations is in such a manner that many years will be required to rehabilitate the system. At present, National defense needs are forcing the postponement of normal improvement needs.

HIGGINS HONORED

Ed Higgins, Sanford, secretary of the Seminole County chamber of commerce, has been selected president of the St. Johns River Trail association. J. W. Campbell, Palatka, is first vice president; R. L. Tilley, Green Cove Springs, second vice president, and Walter Lahrman, DeLand, secretary-treasurer.

"STRADDLE" LINES?

Roy Pierson, Salt Lake City, who won a National Safety Council award for driving a truck 272,948 miles without an accident, recommends elimination of the center line on highways and substitution of lines which motorists can "straddle" down the highway.

He says that it has been his experience that more drivers "straddle" the center line than use it as an outside clearance guide.

TO STUDY FINANCE

State finances and taxation will be studied during the present biennium by a committee of senators including Senators Ward, Fort Myers, Horne, Madison, Householder, Sanford, and Beall, Pensacola. The committee will report to the 1943 session.

WPA WORKERS NOW ON PROJECTS OF DEFENSE

Sixty-five percent of all Florida WPA workers are now employed on National defense projects, according to State Administrator Harkness. Of 19,554 assignments, 12,707 are working on airport, highway and other defense construction.

Of a total of \$14,306,703 expended in WPA and sponsors' funds for the year ending June 30, \$6,756,524 went into airport and airway projects, \$4,940,670 to public building construction.

FLORIDA FIRST AMONG SOUTHEAST IN PILOTS

Florida is first among South Atlantic and fifteenth among all States in the number of private airplane pilots and privately owned planes, says M. M. (Jack) Frost, chairman of the aviation committee, State chamber of commerce.

This State had, on July 1, 1941, 1,859 certified pilots and 499 privately owned planes, an increase of 87 and 49 percent, respectively, in the last year.

MALARIA CONTROL

Survey of Florida to determine the measures necessary to control malaria is being made by Dr. John E. Elmendorf, Jr., member of the field staff of Rockefeller foundation who for four years has been director of a malarial control project in Escambia County. His appointment was recently announced by Dr. W. H. Pickett, State health officer.

The survey will be made through county health units and recommendations will be made to rid the State of this disease.

Bills passed in the 1941 legislature add nearly 15,000 miles of county roads to State control.

SUWANNEE IS FIRST TO HAVE WARNING SYSTEM

Suwannee County is the first in Florida to set up a complete aircraft warning organization. Eleven observation posts have been established for spotting an attack. W. L. Helfenstein, T. A. Delegal and W. P. Atwell, all of Live Oak, compose the committee in charge.

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CONSTRUCTION NEARS FIVE MILLION MARK

Work started by the State Road Department since January 1 approached the five million dollar mark this month with the letting of contracts in Tallahassee.

Thomas A. Johnson, chairman of the State road board, tabulated the figures early this month, showing a total of \$4,306,000 worth of highway construction work under way. He stated that additional projects would be started as rapidly as plans can be completed and engineering data assembled.

Major projects include: \$367,000 for improvement on Road 27 westward from Miami; \$268,000 for a bridge over the inland waterway at Sunny Isles in Broward County; \$157,000 for Road 363's entrance into the city of Jacksonville; \$139,000 for Road 79 in Polk County from Mulberry to the Hillsborough County line; \$88,000 for a bridge over the Steinhatchee River on Road 500 in Taylor County; \$124,000 for an overpass on Road 2 at Wildwood; \$119,000 for an overpass on Road 2 south of Winter Haven; \$234,000 for an overpass and approaches at Clermont and Minneola in Lake County.

HERTY MEDAL WON BY MISSISSIPPI MAN

Dr. William Flowers Hand, vice president of Mississippi State College, has been awarded the 1941 Dr. Charles H. Herty medal given each year to an outstanding chemist of the southeast. The late Dr. Herty, in whose honor the solid gold medal-

lion is given, pioneered in developing new uses for forest products.

Dr. Hand, Mississippi State chemist for 40 years, has aided materially in the analysis of agricultural products. He is a native of Mississippi and obtained his B. S. and M. S. degrees at Mississippi State.

DADE'S ASSESSMENT TOPS STATE'S OLD

Dade County's tax assessment under the new law totals more than that for the entire State for 1940, according to County Assessor Newton Lumus, Jr. The 67 counties last year reported an aggregate assessment of \$476,000,000. Dade's 1941 assessment totals \$516,000,000.

SEA ISLAND COTTON

Marshall Hampton, Winter Haven, has been named president of the Polk County Sea Island Cotton Improvement association. Earl Peppercorn, Loughman, is vice president and W. P. Hayman, Bartow, secretary-treasurer.

DRANE FIELD WILL BE MILLION DOLLAR PLANT

Plans for Drane Field, five miles southeast of Lakeland, have again been "upped" and the total expendi-

ture, exclusively of hangars and other buildings, will be more than \$1,000,000. The city is sponsoring the project, providing the mile-square site and engineering service.

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EQUIPMENT, MATERIAL & SUPPLIES

PURCHASED SINCE JAN 7, 1941

Bids Rec'd.	Location	Material	Contractor	Amount
2-7	DeFunak Springs	Tr. Timber Piling	Pensacola Creos. Co.	\$ 2,899.00
2-7	Warehouse Acct. 8431	Treated Timber	Pensacola Creos. Co.	668.40
4-21	SG No. 7, Bay County	Tr. Timber Piling	Pensacola Creos. Co.	3,723.82
4-21	SG No. 5, Sarasota	Treated Timber	Tampa Lbr. & Cro. Co.	5,093.63
5-5	Whse. DeFunak Springs	Tr. Timber Piling	Pensacola Creos. Co.	9,229.22
6-11	Approx. 15,400 gallons	Paint	M. O. Huck Paint Co.	21,622.00
6-9	3000 Pairs	Convict Shoes	J. H. Churchwell	9,600.00
6-9	1500 Pairs	Convict Hats	J. H. Churchwell	1,635.00
6-9	700	Blankets	Surprise Store	1,575.00
6-9	2000 Yds.	Toweling	J. H. Churchwell	180.00
6-9	100 Doz.	Sheets	F. Newman & Co.	660.00
6-9	100 Doz.	Pillow Cases	J. H. Churchwell	242.00
6-9	400 Doz.	Underwear	J. H. Churchwell	2 056.00
4-28	Lake City	Gas Air Compressor	M. D. Moody	2,768.30
4-28	Lake City	8 Ton Roller	East Coast Equip. Co.	3,518.26
4-28	Leesburg	H. D. Tractor	East Coast Equip. Co.	970.44
4-28	Ft. Lauderdale	Tandem Roller	Fla.-Ga. Tractor Co.	2,788.00
4-28	Chipley	HD Motor Patrol	Quinn R. Barton	5,072.65
4-28	Tallahassee	HD Motor Patrol	Quinn R. Barton	4,369.60
4-28	Gainesville	HD Motor Patrol	Quinn R. Barton	4,696.60
4-28	Leesburg	HD Tractor	East Coast Equip.	970.44
5-28	Lake City	6-1 1-2 Ton H. D. Truck Chassis	Holtsinger Motor Co.	6,261.00
5-19	Carabelle	1941 Diesel Dragline	Drainage Mach. & Sup.	8,493.00
6-11	Bonifay	Diesel Tractor	Seabrook Hdw. Co.	4,405.00
6-11	Tampa	Bitum, Cold Patch Mixer	Epperson & Co.	1,676.00
6-11	Tampa	Gas 3-Wheel Roller	Fla.-Ga. Tractor Co.	3,548.28
6-11	DeLand	Tank Car Heater	Seabrook Hdw. Co.	1,702.90
6-11	Marianna	Diesel Crawler Tractor	Quinn R. Barton	3,115.00
6-11	Gainesville	2 bag Concrete Mixer	Seabrook Hdw. Co.	1,060.00
6-11	Panama City	2 bag Concrete Mixer	Quinn R. Barton	1,025.00
6-11	St. Augustine	2 bag Concrete Mixer	Quinn R. Barton	1,058.90
6-11	Ft. Lauderdale	Portable Tandem Roller	East Coast Equip. Co.	1,300.00
6-11	DeFunak Springs	Diesel Crawler Tractor	Seabrook Hdw. Co.	3,215.00
6-11	DeFunak Springs	4-Wheel Scraper	Quinn R. Barton	3,757.00
			Total	\$125,228.41

STATE OFFERS LARGE CYPRESS HOLDINGS

Seven million board feet of cypress on 3,800-acre tract of State-owned land near the headwaters of the St. Johns River is on the market. Prospective buyers have been asked to submit bids by November 1.

CENTRAL FLORIDA AIRPORTS GET WPA IMPROVEMENTS

Expenditure of several hundred thousand dollars has been authorized by WPA authorities for improvements at seven Central Florida airports. Fields included in the schedule are Lakeland, Leesburg, Bartow, DeLand, Winter Haven, Ocala and Palatka.

URGES DELEGATION TO SUSTAIN ROOSEVELT'S VETO

Allocation of Federal defense highway funds on a basis of defense needs, rather than on a basis of population as provided in the vetoed bill now before congress, is asked by Chairman Thomas A. Johnson of the State Road Department in wires to the Florida delegation in Washington. President Roosevelt vetoed the measure because he said he believes that it should be rewritten to allocate funds as they are needed for defense projects.

Johnson urged that the Florida delegation support the veto and insist that the bill be rewritten.

"I am convinced that the presi-

dent's position is sound," said Johnson. "This is a defense measure and there should be a free hand to allocate funds on the basis of need."

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BIDS RECEIVED FOR MAINTENANCE AND CONSTRUCTION PROJECTS

JANUARY 1, 1941 TO JULY 24, 1941

Date Bids Received

	County	Project
1-16-41	Dade	Miami to 10,713 Miles W.
1-21-41	Proward	Dade Co. Line to North River Canal
1-21-41	Dade	Pridge over Inland Waterway at Sunny Isles
1-23-41	Duval	Main & Gibson St. between Fay St. & Miami Road in Jacksonville
2-13-41	Hillsborough	North Limits of MacDill Field to Euclid Ave.
3-4-41	Hillsborough	Hillsborough Co. on Road No. 17 at Hillsboro River Bridge
3-4-41	Gulf	Road No. 10 at Canal Bridge approx. 1.5 Mi. North of Port St. Joe
3-4-41	Liberty	Signals at Apalachicola Northern R.R. Crossing at Hosford
3-4-41	Gulf	Signals at Apalachicola Northern R.R. Crossing approx. 1-2 Mi. South of N. City Limits of Port St. Joe
3-18-41	Okeechobee	Overpass & Approaches near Okeechobee
3-18-41	Duval	Intersection with Road No. 3 to Post St. in Jacksonville
3-20-41	Liberty	Liberty to Vilas
3-25-41	Collier	Miles City to Sunniland
3-25-41	Liberty	Hosford to Approx. 1.0 Mi. South
3-27-41	Hillsborough	Euclid Ave. in Tampa to Howard Ave.
3-27-41	Clay-Bradford	Starve to Camp Blanding
4-1-41	Clay	Gold Head Branch State Park to Black Creek Bridge in Middleburg
4-1-41	Clay-Duval	Black Creek Br. in Middleburg to Approx. 11,759 Mi. Northeast
4-1-41	Polk	Hillsborough Co. Line to Mulberry
4-24-41	Hillsborough	Overpass & Approaches at A.C.L. R.R. Crossing near Port Tampa
5-1-41	Baker	Over Little St. Mary's River
5-1-41	Taylor	Steinhatchee River to 8.146 Mi. North
5-13-41	Clay	Camp Blanding to Middleburg
5-13-41	Clay	Bridge over Little Black Creek near Middleburg
5-15-41	Leon-Jefferson	Monticello to Paum
5-15-41	Jefferson	Monticello to Ga. State Line
5-15-41	Santa Rosa	Pond Creek to Jacobs Creek
5-15-41	Gadsden	Road 1 to Greensboro
6-3-41	Lake	Eustis to Point Approx. 2.2 Mi. West
6-3-41	Citrus	Point Approx. 2.50 Mi. N. of Hernando Co. Line-Floral City
6-3-41	Lake	Road No. 100 to Point Approx. 4.69 Mi. North
6-3-41	Marion	In Town of Citra
6-3-41	Charlotte	Point near S. City Limits of Punta Gorda to Pt. Approx. 2,655 Mi. S.E.
6-3-41	Lee	A Pt. Approx. 7.727 Mi. N. of Edison Br. to Edison Bridge at Ft. Myers
6-3-41	DeSoto	Proj. 5 to Camp Dorr
6-10-41	Citrus	Tallahassee to 1.249 Miles West
6-10-41	Leon	Arcadia to Pt. Approx. 2,00 Mi. S. and between Charlotte Co.
6-10-41	DeSoto	Line to 3.63 Mi. N.
6-10-41	Glades	Sect between Highlands Co. Line to 18.57 Mi. South.
6-10-41	Putnam, Clay & Bradford	Melrose to Keystone Heights
6-10-41	Columbia	Road 2 to Union Co. Line
6-10-41	Union	Baiver Co. Line to Road No. 48
6-10-41	Levy	Ellzy to Road No. 77
6-10-41	St. Johns	Julington Creek Bridge to Pt. Approx. 5.96 Mi. So.
6-10-41	Duval-St. Johns	Pt. Approx. 1-4 Mi. No. of St. Johns Co. Line to Pt. Approx. 4.95 Mi. So.
6-10-41	Duval	N. of Goodby's Lake to Mandarin Turnoff
6-10-41	Putnam	Palatka to Pt. Approx. 6.13 Mi. West
6-17-41	Nassau	Nassau River Bridge to Pt. Approx. 1.325 Miles N.
7-9-41	DeSoto	Bridge over Middle Fork of Horse Creek
7-9-41	Jackson	Rd. 20 to Approx. 4,334 Mi. East
7-9-41	Jackson	Dry Creek to Pt. Approx. 3,509 Mi. North
7-9-41	Washington	State Road No. 39 in Vernon to St. Road No. 1
7-9-41	Escambia	Pt. Approx. 1 Mi. West of Prynville to State Road No. 7
7-9-41	Polk	Overpass South of Winter Haven
7-9-41	Sumter	Overpass in Wildwood
7-9-41	Volusia	Daytona to Pt. Approx. 8,636 Miles S.W.
7-9-41	Hernando-Pasco	Brooksville to Dade City
7-9-41	Manatee-Sarasota	Point in Sarasota to Point Approx. 4.25 Miles North
7-9-41	Highlands	Sebring to Avon Park Approx. 12.94 Mi.
7-9-41	Hendry	Road No. 164 in LaBelle to Pt. Approx. 3.00 Mi. East
7-9-41	Hillsborough	Sec. between Road 17 to Pt. Approx. 10.23 Mi.
7-17-41	Leon	Bet. Dewey St. in Tallahassee to Pt. 3.135 Mi. West
7-17-41	Lake	Overpass — Approaches in Clermont and Minneola
7-24-41	Baker	Bridges over Little St. Mary's River
7-24-41	Holmes	Bonifay to 3.3 Miles West
7-24-41	Jackson-Calhoun	Marianna—West 1.86 Mi.; in Cottontdale; Road 6 between Rd. 1 & Rd. 500
7-24-41	Washington	Hard Labor Creek
7-24-41	Gulf-Calhoun	Sections between Wewahitchka and Blountstown

*Bids received but contracts not yet awarded.

90-20-6 Faulk & Coleman 34,957.02

52 Coggin & Deermont 9,573.15

6 Smith Engr. & Const. Co. 59,444.91

TOTAL \$4,306,683.97

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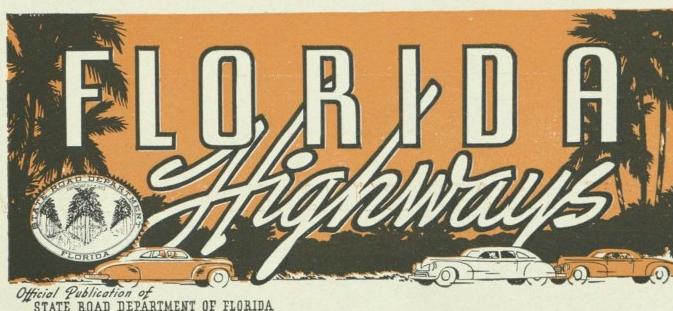
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1941: ? vehicle miles of traffic at a legal speed of a mile per minute.*

* 60 mile an hour legal limit of speed set by the 1941 legislature.

FLORIDA HIGHWAYS HAVE TO BE GOOD!

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